

2027 Federal Transportation
Improvement Program

Regional Adoption
September 17, 2026



**Kern Council
of Governments**

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

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TABLE OF CONTENTS	PAGE
SUMMARY	1
INTRODUCTION	2
KERN COUNTY: PART OF THE CENTRAL SAN JOAQUIN VALLEY	2
THE SAN JOAQUIN VALLEY	2
TRIBAL AND FEDERAL LAND MANAGEMENT AGENCY (FLMA) CONSULTATION	2
THE FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM	6
FTIP PRESENTATION	6
FEDERAL TIP PROCESS AND DEVELOPMENT	7
CONSISTENCY WITH OTHER DOCUMENTS	8
AIR QUALITY	9
AIR QUALITY CONFORMITY ASSESSMENT	9
TRANSPORTATION SYSTEM MANAGEMENT (TSM)	9
TRANSPORTATION DEMAND MANAGEMENT (TDM)	10
FINANCIAL PLAN	11
FINANCIAL CONSTRAINT AND FUNDING ASSUMPTIONS	11
PROJECT PRIORITY	13
TRANSPORTATION PERFORMANCE MANAGEMENT (TPM)	16
SAFETY PERFORMANCE MEASURES (PM 1: SAFETY)	17
NATIONAL HIGHWAY SYSTEM PAVEMENT AND BRIDGE CONDITION PERFORMANCE MEASURES (PM 2: PAVEMENT AND BRIDGE)	17
NATIONAL HIGHWAY SYSTEM PERFORMANCE MEASURES (PM 3: SYSTEM PERFORMANCE)	18
TRANSIT ASSET MANAGEMENT (TAM)	18
PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)	19
PROJECT LISTINGS BY MODE	20
INTRODUCTION	20
COUNTY SHARE	20
REGIONAL PRIORITIES	21
LOCAL STREETS AND ROADS	23
SAFETY PROGRAM	23
LOCALLY FUNDED PROJECTS	23
REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP)	23
CONGESTION MITIGATION & AIR QUALITY (CMAQ) IMPROVEMENT PROGRAM	23
AVIATION	24
MASS TRANSPORTATION	25
MASS TRANSIT PROJECT DEVELOPMENT FUNDING	25
CITY OF DELANO	25

GOLDEN EMPIRE TRANSIT (GET) DISTRICT	25
KERN COUNTY.....	25
SPECIAL NEEDS	26
RAIL.....	26
NON-MOTORIZED TRANSPORTATION	27
BICYCLE PATH & PEDESTRIAN/LANDSCAPE PROJECTS.....	27
RECREATIONAL TRAILS PROGRAM	27

APPENDICES	PAGE
APPENDIX A: RESOLUTION	28
DRAFT 2027 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM RESOLUTION	28
APPENDIX B: TRANSIT OPERATOR AGREEMENTS	34
MOU BETWEEN KCOG AND CITY OF DELANO	34
MOU BETWEEN KCOG AND GET.....	34
APPENDIX C: DIRECTORY	70
GLOSSARY OF TERMS	70
PROJECT LISTING CODES.....	70
AIR QUALITY SCREENING CRITERIA	70
APPENDIX D: STATUS OF PROJECTS.....	75
ANNUAL OBLIGATIONS FY 2024-2025.....	75
APPENDIX E: PROJECTS EXEMPT FROM AIR QUALITY CONFORMITY FINDING	86
APPENDIX F: CMAQ POLICY LOCAL COST EFFECTIVENESS	93
APPENDIX G: PUBLIC INVOLVEMENT PROCESS	100
APPENDIX H: FEDERAL PERFORMANCE MANAGEMENT.....	108
APPENDIX I: EXPEDITED PROJECT SELECTION PROCEDURES FOR 2027 TIP	131
APPENDIX J: CTIPS PROJECT LISTING	134
APPENDIX K: MPO GROUPED PROJECT LISTING CERTIFICATION LETTER	267
APPENDIX L: GROUPED PROJECT LISTING	269
APPENDIX M: 2027 FINANCIAL TABLE	303
APPENDIX N: FHWA FEDERAL LANDS HIGHWAY TRANSPORTATION IMPROVEMENT PROGRAM.....	309

SUMMARY

A Transportation Improvement Program (TIP) is a multimodal list of capital improvement programs to be implemented over a four-year period. Biennially, Kern Council of Governments (Kern COG), in cooperation with member agencies and the California State Department of Transportation (Caltrans), prepares a TIP for all highways, streets, roads, aviation, transit and guideway projects in the Kern County area that use federal or state funding. The Kern COG Transportation Technical Advisory Committee (TTAC), Transportation Planning Policy Committee (TPPC), and Board of Directors review the TIP for compliance with state and federal requirements.

The Regional Transportation Improvement Program (RTIP) is the formal presentation to the state of projects that local agencies wish to implement within the next five years. Projects not listed in this formal submittal will not be funded. Once projects are approved and presented in the State Transportation Improvement Program (STIP), the projects are then incorporated into the Federal Transportation Improvement Program (FTIP) for ultimate inclusion into the Federal State Transportation Improvement Program (FSTIP). Amendments to the FTIP are made when projects submitted by local agencies are subsequently awarded funds contingent upon all requirements being met. This document revises the FTIP that constitutes full compliance with federal legislation -Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law” – BIL).

The FTIP establishes a systematic, realistic approach to programming capital improvement projects over a four-year term. Projects listed in the FTIP are designed to be consistent with, and implement, the Regional Transportation Plan (RTP). The RTP is a long-range plan for transportation in the region and includes the Capital Improvement Program (CIP). The FTIP is subject to continual review and modifications to assure timely delivery of programs and projects identified in the RTP and Congestion Management Program.

INTRODUCTION

Kern County: Part of the Central San Joaquin Valley

Kern County is the third largest county in California, encompassing approximately 8,200 square miles. As one of the nation's leading farm producing counties, Kern exceeds \$7.96 billion a year in commercial crop production. Kern County is comprised of eleven incorporated cities and contains a federally recognized urbanized area known as the Bakersfield Metropolitan Area, with a population over 570,235 (Figure 1).

The San Joaquin Valley

The San Joaquin Valley consists of eight counties: San Joaquin, Stanislaus, Merced, Madera, Fresno, Tulare, Kings, and the western two thirds of Kern (Figure 2). These counties share an air basin that currently does not meet the air quality standards set forth in the Federal Clean Air Act or the California Clean Air Act.

The eight valley transportation planning agencies and the San Joaquin Valley Air Pollution Control District (SJVAPCD) have a Memorandum of Understanding (MOU) to ensure a coordinated transportation/air quality planning approach (Figure 3). The agencies have defined a cooperative process designed to achieve compliance with the air quality conformity provisions of federal legislation and to ensure a coordinated transportation planning process on issues of mutual concern. One planning/ programming effort being addressed in a cooperative effort is the preparation of the federally required Transportation Improvement Program (TIP). Another effort is the implementation of a local cost effectiveness Congestion Mitigation and Air Quality (CMAQ) Improvement Program policy (See Appendix F).

Tribal and Federal Land Management Agency (FLMA) consultation

The Tejon Indian Tribe is the only federally recognized Indian tribe in Kern County. Kern COG will continue Government-to-Government consultation with the Tejon Indian Tribe of California in the development of transportation plans and programs.

The Transportation Planning Policy Committee (TPPC) includes a permanent representative from the Joint Planning Policy Board (Military) to vote on technical funding decisions and ensure military interests are weighed against regional development. In addition, KCOG continues to coordinate with other FLMA's, as appropriate, to ensure their planning priorities.

Figure 1

Kern County and its Eleven Cities

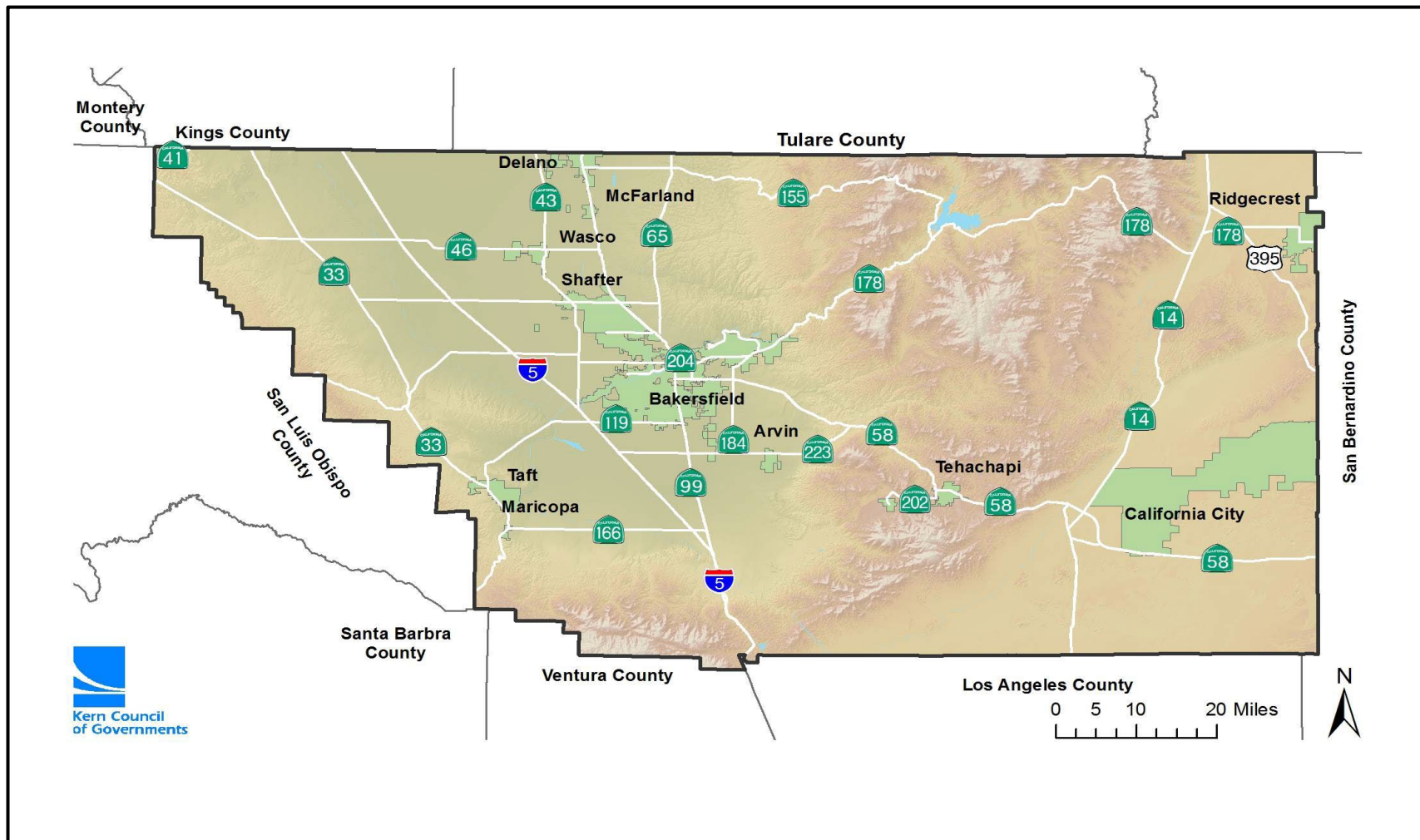


Figure 2

San Joaquin Valley Counties within the State of California

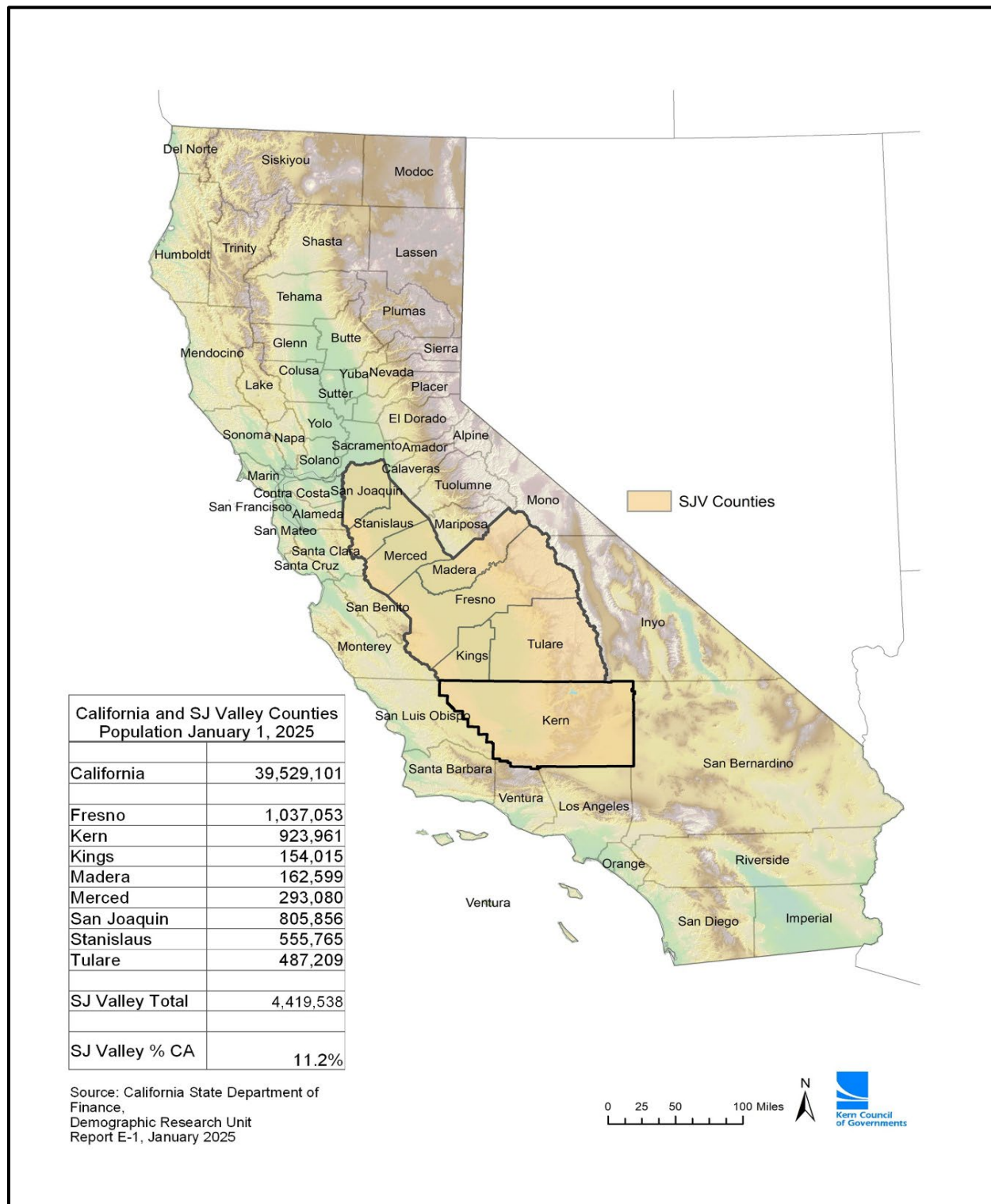
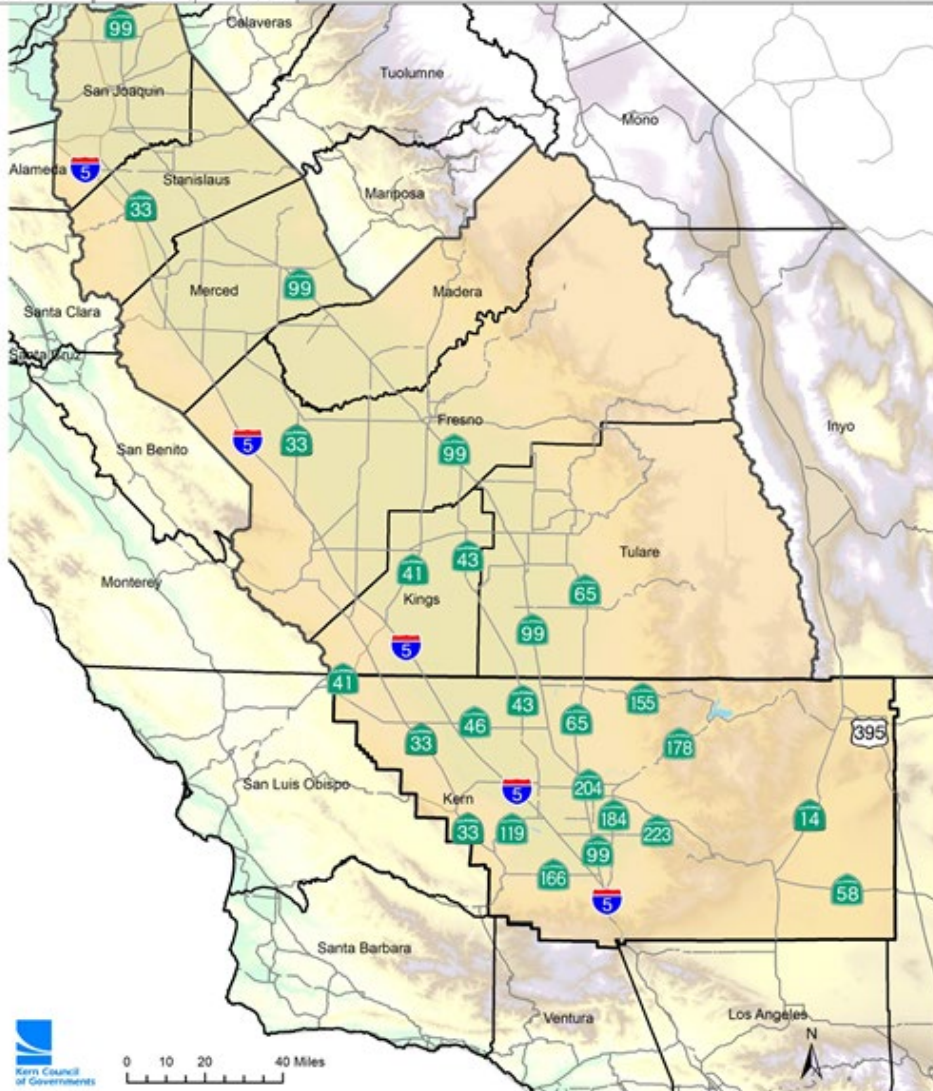


Figure 3

San Joaquin Valley County Seats

Distance Chart (miles)	Los Angeles	San Francisco	Bakersfield	Visalia	Hanford	Fresno	Madera	Merced	Modesto
Stockton	343	67	229	164	158	121	99	66	29
Modesto	314	96	200	135	129	92	70	37	
Merced	277	135	163	98	92	55	33		
Madera	244	166	130	65	59	22			
Fresno	222	188	108	43	37				
Hanford	207	225	92	20					
Visalia	179	231	65						
Bakersfield	115	295							



THE FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law” - BIL), approved in 2021, requires that each Metropolitan Planning Organization (MPO) prepare a Transportation Improvement Program. The TIP is a financially constrained multi-modal transportation planning program, developed by the MPO through its member agencies and in cooperation with state and federal agencies. The basic premise behind a TIP is that it is the incremental implementation of the long-range Regional Transportation Plan. The TIP serves to present to federal funding agencies manageable components for the funding of long-range plans.

The Federal TIP is a compilation of project lists from the State Transportation Improvement Program (STIP), State Highway Operation and Protection Program (SHOPP), transit and other federal-aid programs. The TIP is composed of two parts: First is a priority list of projects and project segments to be carried out in a four-year period. Second is a financial plan that demonstrates how the TIP 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.

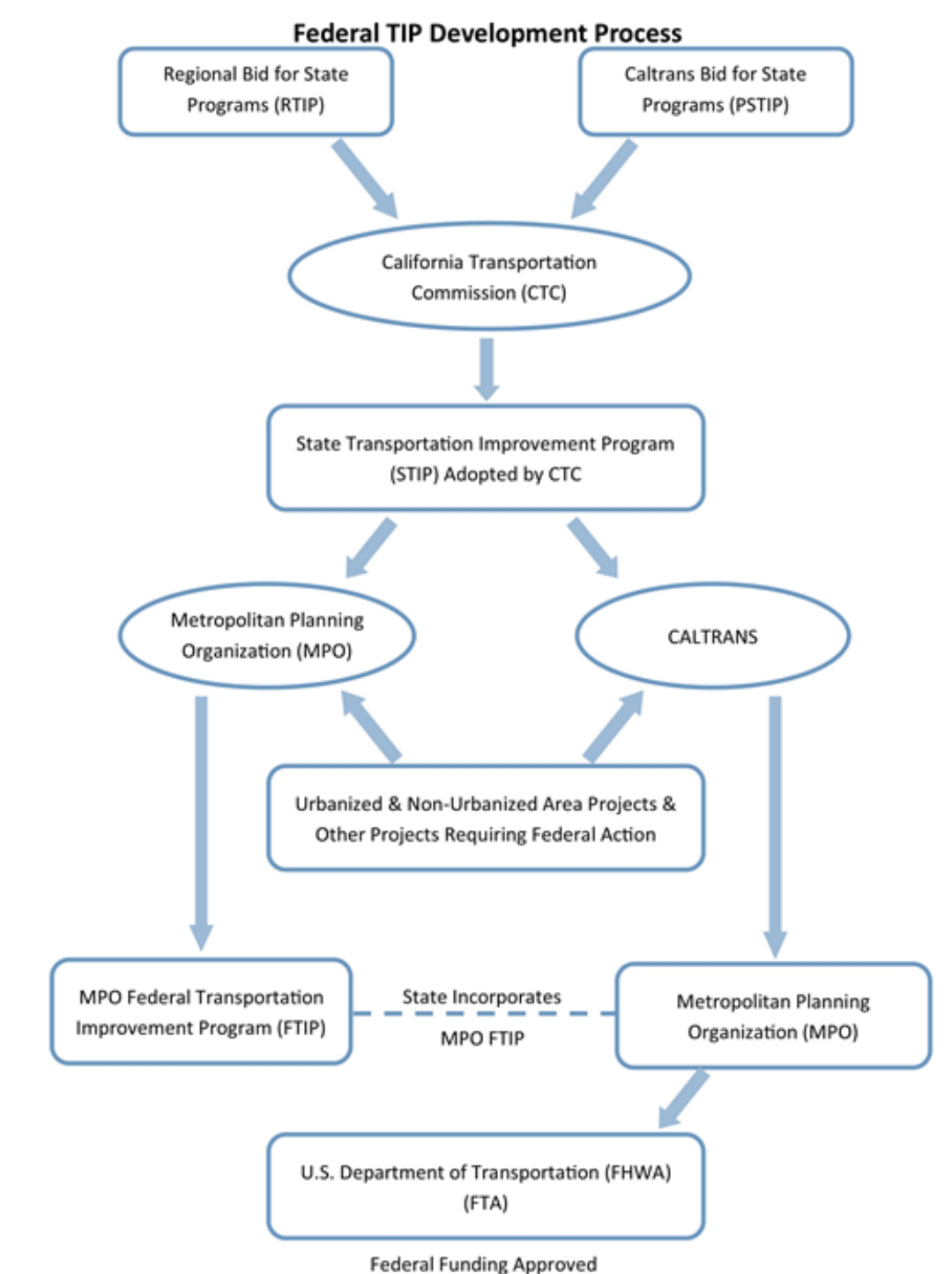
FTIP Presentation

A common database that tracks project information within each TIP is shared by the California Department of Transportation (Caltrans), MPOs, and Federal Highway Administration (FHWA). Work continues in the development of this database that is also known as CTIPS – California Transportation Improvement Program System. CTIPS is used to manage the programming and allocation of funds for State Transportation Improvement Program (STIP), State Highway Operation and Protection Program (SHOPP), and other local projects. Kern COG enters project information directly into CTIPS to ensure compliance with E-FSTIP requirements and submits all documentation electronically.

Federal TIP Process and Development

Kern Council of Governments (Kern COG) prepares the TIP in cooperation with its member agencies, transit operators, state and federal agencies, and the public (Figure 4).

Figure 4



As federal programs under control of the MPO are developed, notifications are distributed to eligible agencies and the public, informing them of the appropriate way projects may be submitted for consideration. The state is also required to carry out a public participation process during development and adoption of its programs. State programs, upon adoption, are then submitted for inclusion in the appropriate MPO Federal Transportation Improvement Program (FTIP).

In addition to required notifications, Kern COG has an enhanced participation process that allows citizen groups and individuals to participate on various committees. An extensive mailing list provides agenda information to interested parties, allowing them the opportunity to comment if so desired. Required public hearings, review periods, and public meetings are also held prior to the adoption of the TIP. Information is also made available via the Kern COG website, outreach events, and Kern County TV broadcasting. Member agency projects to be placed in the TIP are selected in a public forum such as a planning commission or city council meeting. This process allows for consultation by all affected agencies and for appropriate public input. Therefore, it meets IIJA (or BIL) requirements for an appropriate project selection process.

Consistency with Other Documents

Kern Council of Governments' 2027 Federal Transportation Improvement Program (FTIP) is consistent with the following documents:

1. 2026 State Transportation Improvement Program (STIP);
2. State Implementation Plan (SIP) for Air Quality;
3. Kern County Congestion Management Program (CMP); and
4. 2026 Regional Transportation Plan (RTP).

The 2027 Federal Transportation Improvement Program is consistent with County Share information as provided within the 2026 STIP and with federal fund estimates resulting from the passage of IIJA (or BIL on November 15, 2021).

AIR QUALITY

Air Quality Conformity Assessment

The federal Clean Air Act Amendments (CAAA) of 1990, require that transportation improvement programs conform to applicable portions of the State Implementation Plan for air quality. Section 176(c) requires that air quality be given priority in program implementation as required by Section 176(d).

Kern County is designated as a non-attainment area for ozone and small particulates (PM10 and PM 2.5). As such, it must satisfy federal requirements to consider transportation control measures that would reduce emissions adequately to demonstrate conformity with the State Implementation Plan (SIP) for Air Quality. These control measures are set forth in plans such as Kern County's 1993 Rate of Progress Program, which in cumulative effect with other areas in California make up the SIP.

In non-attainment and maintenance areas, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) must be able to find that the FTIP conforms to the adopted State Implementation Plan and that priority has been given to timely implementation of the transportation control measures found in the SIP. The projects in the FTIP should not further exacerbate the existing air quality problems. Kern Council of Governments provides a conformity determination documenting that local air planning issues and programs demonstrate transportation control measures have been identified through a legitimate planning process; that these measures have received the necessary federal, state and local commitment to ensure implementation; and that these commitments are being maintained through identification in the RTP and the necessary programming of funds in the FTIP.

Transportation System Management (TSM)

Transportation System Management (TSM) is a system-wide approach to maximize use of existing facilities and available financial resources. TSM fosters cooperation between jurisdictions while minimizing duplication of efforts in the metropolitan Bakersfield area. Kern COG, in cooperation with the City of Bakersfield, Kern County, Caltrans, and GET, have developed TSM strategies to

reduce traffic congestion, fuel consumption, and vehicle emissions, strategies that tend to enhance air quality.

Actions to reduce vehicle trips include: major employers' implementation of staggered and/or flexible work hours; increased flexibility and responsiveness of GET transit vehicles by modifying routes and schedules; carpooling, vanpooling and other forms of ride sharing; and ordinance development to provide guidelines for the development of transportation facilities that adequately provide for future development.

Traffic flow improvements include: 1) coordinating the traffic signal system; 2) modifying traffic signals and providing channelization at intersections; 3) installing new traffic signals; 4) developing on street parking regulations; 5) developing one way couplets, and 6) eliminating at grade railroad crossings.

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) programs such as CommuteKern help reduce vehicle trips and thereby reduce emission levels by helping people form carpools and vanpools. Using a computerized database, persons with similar origins and destinations are matched. More information is available at <http://commutekern.org/>. Another such program was the media campaign – radio and television advertisements, social media, and color posters – by Kern COG to promote transit service, ridesharing, walking, and bicycling to work as part of the commitment to help improve air quality.

FINANCIAL PLAN

Financial Constraint and Funding Assumptions

The FTIP by law must be financially constrained and include a financial plan demonstrating how the projects can be implemented while the existing transportation system is being adequately operated and maintained. Only projects for which construction and operation funds can reasonably be expected to be available may be included.

Revenue and Expenditure	2026-27	2027-28	2028-29	2029-30	Total	Performance Measure Values
Local Streets and Roads	\$83,215,000	\$83,215,000	\$83,215,000	\$83,215,000	\$332,860,000	\$29,127 / lane-mile / year
State Highway Maintenance	\$55,250,000	\$55,250,000	\$55,250,000	\$55,250,000	\$221,000,000	\$21,390 / lane-mile / year
Public Transportation	\$87,468,750	\$87,468,750	\$87,468,750	\$87,468,750	\$349,875,000	\$344,365 / vehicle / year

Operations and maintenance values are provided above as a regional average, combining values of all cities and the County of Kern. Kern COG assembled this information by collecting programming documentation of the state highway system maintenance programs; transit services and local streets and roads maintenance revenue and expenditure information was taken from the State Controller Reports over a 5-year period. Kern COG assumes that the current level of funding used for each modal / system category is considered the same for both revenue and expenditures. The values shown in the table above are averages and do not assume inflation.

Since Kern COG member agencies continue to fall short of funding to maintain and repair roads, the region is making the best use of federal-aid funding. In addition to local funds and Senate Bill 1 (Local Streets and Roads), the Regional Surface Transportation Program funding is used to achieve a state of good repair via maintenance and rehabilitation of local streets and roads.

The revenues and expenditures charts in Appendix M demonstrate currently available revenues to finance the projects contained within the TIP. Federal and state revenue projections are based on the best available data provided by Caltrans. Kern COG uses established estimates through its project selection process to allocate all available revenues against eligible projects. Total project costs are reflected for all projects except a few projects identified in the State Highway/Regional Choice Program and Regional Surface Transportation Program. For these projects, please refer to the estimated total project cost listed in the comment section of each project record.

The TIP has a revenue projection of about \$851 million of which only \$835 million are eligible as programmed expenditures. See Appendix M for Financial Table.

Revenue and expenditure summaries are further defined by the funding assumptions below:

- The California State Department of Transportation (Caltrans) provides revenue estimates for the following programs:

State Transportation Improvement Program (STIP)
State Highway Operations and Protection Program (SHOPP)
Active Transportation Program (ATP)
Carbon Reduction Program (CRP)
Congestion Mitigation and Air Quality (CMAQ) Improvement Program
Highway Bridge Program (HBP)
Highway Infrastructure Program (HIP)
Highway Safety Improvement Program (HSIP)
Railway Highway Crossing
Regional Surface Transportation Program (RSTP)

- The California Department of Parks and Recreation provides revenue estimates and programming for the Recreational Trails Program.
- For the transit agencies, grants are on an annualized cycle, projects shown beyond 2026-27 are "projections." As the amounts become available for each new year for the granting agencies, these years are formally amended in the FTIP consistent with the actual grants.
- For federal discretionary programs, local agencies provide KCOG with their award announcement.
- The local fund commitments are reflected in each entity's capital improvement program and adopted annually by local resolution. Local revenue figures are local match requirements for state and federal funding. The local matching fund exceptions are those projects that are in the Locally Funded Projects of Regional Significance Program of Projects. These projects are subsidized with 100% local funds.
- A few project records in the 2027 TIP, for each respective program listing, only have funding in the prior year column and do not have funding in fiscal years 2026/2027 through 2029/2030. These projects are listed for information purposes only.

These projects were part of the 2025 FTIP and are listed because: 1. They are close to being completed; or 2. They are in the early stages of implementation. The first case applies to projects listed under the following Program of Projects: State Highway Regional Choice Program, CMAQ, RSTP, Transit, and Non-Motorized. The second case applies to projects listed in the State Highway Regional Choice Program and RSTP. These projects may not have received environmental clearance, are in design and/or right of way phases and may need additional funding in the future. In addition, all items for information purposes are listed to ensure accurate reimbursements.

Project Priority

Project Selection Procedures

KCOG follows the FTIP guidelines received at the beginning of each FTIP cycle that outlines all federal, state, and MPO requirements to facilitate the development of the county TIP.

KCOG analyzes all TIP projects for consistency with the RTP and for financial constraint. KCOG incorporates the eligible projects into the FTIP for conformity analysis. Projects that are not consistent with the federal and MPO requirements are not incorporated into the FTIP.

If a question arises on the interpretation of the definition of an administrative modification, Caltrans, KCOG, FHWA and FTA (the parties) will consult with each other to resolve the question. If after consultation, the parties disagree on the definition of what constitutes an administrative modification, the final decision rests with the FTA for transit projects and FHWA for highway projects. For more details see the Kern COG FTIP Amendment Policy at <https://www.kerncog.org/wp-content/uploads/2022/09/022020-FTIPAmendPolicy.pdf>.

Project Programming

Once KCOG assigns funds to projects, and as required by state and federal statutes, projects are then incorporated into the FTIP in accordance with the estimated project delivery schedules. The first four years of the FTIP are required to be financially constrained, and programming beyond this period is for informational purposes only. Below are the steps which specify how projects are programmed in the FTIP:

- i. KCOG established that projects programmed in the first four years are priority projects for the region and are programmed according to estimated project delivery schedules at the time of the TIP submittal.
- ii. KCOG performs all required conformity and consistency analysis and public hearings on the FTIP and adopts the FTIP.
- iii. KCOG submits the FTIP to the Governor (authority delegated to Caltrans) for incorporation into the State's Federal TIP, and KCOG simultaneously submits the conformity findings to the FHWA, FTA, and EPA for approval of the final conformity determination.

Expedited Project Selection Procedures (EPSP)

The current Code of Federal Regulations, 23 CFR 450.332, states the following regarding Expedited Project Selection Procedures (EPSP):

“If the State or public transportation operator(s) wishes to proceed with a project in the second, third year, or fourth year of the FTIP, the specific project selection procedures stated in paragraphs (b) and (c) of this section must be used unless the MPO, the State and the public transportation operator(s) jointly develop expedited project selection procedures to provide for the advancement of projects from the second, third or fourth year of the FTIP.”

To address the above regulation, the KCOG region and transit operator developed and agree to the following expedited project selection procedures which provides for the advancement or delay of projects for implementation purposes within the active period of the approved FTIP without the need for immediately processing FTIP amendments, unless the EPSP action results in the project crossing analysis for air quality conformity determinations. However, the impacts of the EPSP action must be included in future FTIP updates, amendments, or administrative modifications. Projects programmed within the first four years may be advanced or delayed accommodating project schedules that have proceeded more rapidly than estimated. This advancement allows project sponsors the flexibility to deliver and obligate state and/or federal funds in a timely and efficient manner. Nevertheless, non-TCM projects can only advance ahead of TCM projects if they do not cause TCM projects to be delayed. See Appendix I for more information.

- i. KCOG receives request to use EPSP for project(s) in the FTIP.
- ii. KCOG analyzes and acts on the request for the use of EPSP for project(s) in the FTIP.

The Caltrans Division of Local Assistance has implemented a project selection process for the Active Transportation Program (ATP), Highway Safety Improvement Program (HSIP), Highway-Railway Crossings Program, the Highway Bridge Program (HBP), the Safe Routes to School (SRTS) Program, the Highway Infrastructure Program (HIP), the State Minor Program, and the High Risk Rural Roads (HRRR/HR3) Program to produce the four-year FTIP Program Schedule planning list. Other programs may be added to the list of programs mentioned above. Projects funded through the programs listed may be advanced or delayed within the four-year element of the FTIP by the authorized Program Managers without amending the FTIP, upon notification to KCOG. Projects from the first four years of the 2027 FTIP have been selected using the project selection procedures.

Periodic Evaluation of Facilities Repeatedly Requiring Repair and Reconstruction Due to Emergency Events (23 CFR 667.1)

All federally funded projects must comply with 23 CFR 667 Periodic Evaluation of Facilities Repeatedly Requiring Repair and Reconstruction Due to Emergency Events. This directs agencies with fed-aid projects, to evaluate projects at locations of repeated disaster damage and consider possible alternatives that address the root cause of the repeated damage.

Statewide Assessment [23 CFR 667.7 and 23 CFR 667.9(a)]

The Division of Local Assistance (DLA) shall complete a statewide assessment of repeated disaster damage locations on local agency federal aid roads and bridges. The assessment shall be updated after every disaster event, to identify new locations of repeated disaster damage. There are no Kern region locations. Kern projects are consistent with 23 CFR 667 requirements/analysis.

Federal Planning Findings

Kern COG complies with all Federal Planning Findings.

TRANSPORTATION PERFORMANCE MANAGEMENT (TPM)

Federal transportation bills Moving Ahead for Progress-21st Century (MAP-21), Fixing America's Surface Transportation (FAST Act), and IIJA (or BIL) require Metropolitan Planning Organizations (MPOs) to conduct performance-based planning and focus on achieving performance outcomes. The Federal Highway Administration (FHWA) defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. The Regional Transportation Plans shall include the performance measures and targets as well as a description of progress made towards the targets. In addition, the Federal Transportation Improvement Program shall provide a description on how investment in the FTIP will contribute towards achieving the transportation performance targets set in the RTP.

The federal performance measures under the Federal Highway Administration (FHWA) are categorized into three performance management (PM) groups:

- PM 1: Safety
- PM 2: Pavement and Bridge
- PM 3: System Performance, Freight, Congestion Mitigation and Air Quality (CMAQ) Improvement Program

In addition to the three PM groups, the FTA has established performance measures and reporting requirements for transit asset management (TAM) and transit safety. Performance metrics for TAM focus on the maintenance of the regional transit system in a state of good repair. Transit assets to be monitored under this provision include:

1. Non-revenue support equipment and maintenance vehicles
2. Revenue vehicles (rolling stock)
3. Rail infrastructure including tracks, and signals, and guidance systems; and
4. Transit facilities including stations, parking structures, and administrative offices.

Kern COG has provided a description below of how investment in the FTIP will contribute towards achieving the performance measures. Additional supporting documentation is available on Kern COG's performance monitoring website <https://www.kerncog.org/category/docs/performance-monitoring/> and also is included in Appendix H. In addition, Kern COG includes an Integrated Performance Measures Analysis as an appendix to the Regional Transportation Plan.

Safety Performance Measures (PM 1: Safety)

The overall goal of PM 1 is to make the nation's transportation systems safer for all users. State DOTs are required to set targets each year. MPOs have the option of supporting state targets or setting their own targets. In February 2026, Kern COG approved the 2026 Kern "Toward Zero" safety targets consistent with federal methodology. The Kern "Toward Zero" methodology is consistent with the 2018 state safety target methodology originally recommended by Caltrans Division of Traffic Operations engineers. The five safety performance measure targets for 2026 (5-yr) are as follows:

- Number of fatalities: 198
- Rate of fatalities per 100 million VMT: 2.14
- Number of serious injuries: 523
- Rate of serious injuries per 100 million VMT: 5.63
- Number of non-motorized fatalities and non-motorized serious injuries (bicycles and pedestrians): 143

The methodology uses California Highway Patrol (CHP) historical accident data (SWITRS) for Kern County and a 5-year running average to forecast future accidents and fatalities. Kern COG is dedicated to improving safety in the region. Kern COG's member agencies are encouraged to promote projects and policies that will help the region to perform better than the targets for the Kern region. To encourage projects funded with federal dollars to address safety concerns, Kern COG has implemented ranking criteria that prioritizes projects that have a safety component.

In addition, Kern COG strives to improve communication and coordination between public agencies and the public by identifying and engaging key transportation planning stakeholders. Through the stakeholder groups, Kern COG often identifies safety issues critical to their interests. For example, Kern COG works closely with member agencies (cities and county) and Caltrans in nominating projects for the State Highway Operations and Protection Program, Highway Safety Improvement Program, and Active Transportation Program.

National Highway System Pavement and Bridge Condition Performance Measures (PM 2: Pavement and Bridge)

The overall goal of PM 2 is to improve the condition of the existing pavements and bridges. State DOTs are required to develop a Transportation Asset Management Plan to develop long-range investment strategies for assets on the National Highway System, including pavement and bridge conditions. The plan establishes 10-year performance goals and interim two-year and four-year performance targets to monitor progress. MPOs have the option of supporting state targets or

setting their own targets. In consultation with Kern COG staff, Caltrans has established statewide and Kern regional targets. In June 2025, Kern COG reported Kern's PM 2 targets consistent with the state targets. Jurisdictions with National Highway System (NHS) mileage in Kern include Bakersfield, California City, Caltrans, Shafter, and Kern County. Kern COG has had successful use of State Highway Operations and Protection Program (SHOPP) and Highway Bridge Program (HBP) by our member agencies for state of good repair projects on federal aid system routes including the National Highway System (NHS). Kern COG will consider project delivery policies that help prioritize bridge and pavement maintenance on the NHS. Member agencies are encouraged to promote projects and policies that help improve the NHS routes in their jurisdictions.

National Highway System Performance Measures (PM 3: System Performance)

The goal of PM 3 system performance (travel time reliability) is to improve the efficiency of the surface transportation system. State DOTs and MPOs are required to set two-year and four-year performance targets every four years for each reliability measure. MPOs have the option of supporting state targets or setting their own targets. In November 2024, Kern COG reported on Kern's travel time reliability targets consistent with state targets. Jurisdictions with National Highway System (NHS) mileage in Kern include Bakersfield, California City, Caltrans, Shafter, and Kern County. Kern COG has been successful in using State Highway Operations and Protection Program (SHOPP) and Senate Bill 1 Trade Corridor Enhancement Program dollars on federal aid system routes including the National Highway System (NHS). Member agencies are encouraged to promote projects and policies that will help improve the region's NHS routes. Since the Kern region has less than one million population it is not required to set CMAQ targets.

Transit Asset Management (TAM)

The goal of the TAM is to maintain the condition of public transit assets in a state of good repair. Transit operators are required to set targets for each transit asset performance measure. Two agencies in the Kern region, City of Delano (Delano Area Rapid Transit) and Golden Empire Transit District, developed TAM plans that included identified goals, objectives, measures, and targets. Kern COG will continue to work with the region's transit operators to seek ways to improve the methodology, data collection and analysis for future RTP updates, and to continue engaging in a regional discussion about the transit state of good repair and the need for additional funding. The FTIP includes funding from multiple FTA sources for projects that support Transit Asset Management such as rolling stock, maintenance, and bus fleet replacement. Additional supporting documentation is available on Kern COG's public transit website <https://www.kerncog.org/category/docs/public-transit/>.

Public Transportation Agency Safety Plan (PTASP)

The Public Transportation Agency Safety Plan requires transit agencies employing federal funds to develop a safety plan. The National Public Transportation Agency Safety Plan identifies four performance measures that must be included in the transit agency safety plans: fatalities, injuries, safety events, and system reliability.

PROJECT LISTINGS BY MODE

Introduction

The 2027 Federal Transportation Improvement Program is comprised of the following transportation categories for project listings:

1. State Highways: state highway projects;
2. State Highways Operations and Protection Program (SHOPP): state highway safety and maintenance projects;
3. Safety Program: local projects including bridge reconstruction, rail retrofits and seismic retrofit work;
4. Regional Surface Transportation Program (RSTP): local rehabilitation and reconstruction projects;
5. Congestion Mitigation & Air Quality (CMAQ) Improvement Program: local projects;
6. Transit: Federal Transit Administration & CMAQ transit projects;
7. Non-Motorized Transportation: A. bicycle, pedestrian, and landscape projects; B. Recreational Trails Program projects; & C. Transportation Enhancement Activities.

State highway projects are in Caltrans Districts 6 and 9, within Kern County as well as some outside Kern County due to funding partnerships.

CTIPS project listings are in Appendix J. As per "Caltrans Guidance for Programming Grouped Project Listings_09-19-25," the Kern COG Certification Letter is in Appendix K. Grouped project listings are in Appendix L.

County Share

National Highway System (NHS) and Surface Transportation Program (STP) dollars are combined with State Highway Account dollars to fund the State Transportation Improvement Program (STIP). Total funding available for the STIP is apportioned into county shares. County shares are the amounts each county should program in a designated five-year funding cycle and are determined by population and vehicle miles traveled. The state highway program has been divided into two funding groups, the Regional Improvement Program (RIP), which programs 75 percent of STIP funding and the Interregional Improvement Program (IIP), which programs 25 percent of the funding. Of the 25 percent, only 10 percent at the State's discretion can be used in urban areas. The remaining 15 percent is dedicated to rural highway projects and other programs such as rail. Projects along the SR 58 Corridor are the Kern region's number one funding priority.

Regional Priorities

All cost estimates for each programming group are assumed to be fully funded. Estimates are assumed to be for the year in which the phase is implemented. Costs for state highway improvements and regionally significant projects use an annual 3% inflation factor to compensate for inflation over time. Engineering estimates for local and state projects are required for programming beyond the current year of programming.

Criteria used to establish the priorities were developed to result in:

1. A ranked list of regional needs representing the views of local agencies within Kern County;
2. A ranked list of regional needs that would lead to the development of a five-year RTIP;
3. A priority list of long-range state highway construction projects within Kern County;
4. A list that would be a basic part of a system plan that could be addressed by the Clean Air Act for the biennial TIP; and
5. A list that would identify funding source deficiencies.

State highway project lists are based on funding sources and potential funding level estimates. The Interregional Improvement Program (IIP) list of projects is a discretionary program developed by Caltrans and available on state highways designated as high emphasis interregional routes. Other state highways, i.e. urban and non-state routes, are funded under the Regional Improvement Program (RIP) program. Kern COG and its member agencies in cooperation with state and federal agencies develop the RIP list of projects. Because both lists of projects draw from the same funding sources, coordination and consensus must be reached between the two lists. All projects in the current TIP are programmed for implementation in the 2026-27 through 2029-30 fiscal years. All projects must be assured of having preliminary study reports done prior to fund allocation. All projects must be within the "county share" limits for Kern County.

The Transportation Technical Advisory Committee (TTAC) uses adopted criteria and ranks the nominated projects for approval by the Kern COG Transportation Planning Policy Committee. The ranking system allows for analysis of a proposed project's expected performance and impact. Projects in this group have been reviewed and ranked for their technical merits and regional impact. The 100-point technical and regional criteria are summarized below:

SCREENING CRITERIA – YES or NO

Safety – will the project improve the fatalities and injuries Index rate?

Sustainability – will the project improve the average trip time or on-time performance?

System Reliability – will the project improve the Highway Buffer Index (delay trip time)?

GENERAL CRITERIA - MAXIMUM OF 100 POINTS

Congestion Relief - Vehicle Miles Traveled (VMT) Reduction	10 Points
Congestion Relief - Percentage of VMT 35 MPH or less	10 Points
Congestion Relief - Percent mode share - work or school	10 Points
Safety - Fatalities and Injuries per person	15 Points
Safety - Fatalities and Injuries per VMT	15 Points
System Reliability - Travel Time Savings	10 Points
Cost-Effectiveness - Benefit Cost Analysis	15 Points
Sustainability - Emissions Reductions	15 Points

For complete details about the project selection process see Kern Council of Governments Project Delivery Policies and Procedures available at <https://www.kerncog.org/policies/>.

LOCAL STREETS AND ROADS

Safety Program

The Safety Program is the section that includes: 1) bridge replacement and rehabilitation under the Highway Bridge Program; 2) Highway Safety Improvement Program (HSIP); and 3) Railway Highway Crossing projects. Projects are selected on a discretionary basis after competing with local projects submitted by other regions statewide.

Locally Funded Projects

"Locally Funded Projects" identify projects incorporated into the modeling efforts required for the conformity analysis of this document. These projects are considered "Regionally Significant" from an air quality standpoint and are 100 percent funded with local dollars.

Regional Surface Transportation Program (RSTP)

Local streets and roads projects are listed by lead agency. RSTP is the primary funding source for these projects. Most RSTP projects are listed in grouped project categories and are programmed to reflect the yearly apportionment determined for the Kern region. Policy details are available at <https://www.kerncog.org/policies/>.

Congestion Mitigation & Air Quality (CMAQ) Improvement Program

CMAQ Improvement Program is another funding source for local projects. Projects are programmed to reflect the yearly apportionments for the Kern Region. Projects listed in this section are local streets and road projects and non-transit projects. Transit projects using CMAQ funds are listed in the Mass Transportation section.

Implementation of a local cost effectiveness CMAQ policy began with projects in fiscal year 10/11. The policy states that 20% of CMAQ funds will go to projects that meet a minimum cost-effectiveness threshold for emissions reductions set by the San Joaquin Valley Metropolitan Planning Organizations in consultation with the interagency consultation partners. Policy details are available at <https://www.kerncog.org/policies/>.

AVIATION

The airport system in Kern County includes one of the largest county owned and operated airports in the country, several municipally owned airports, special airport districts, numerous privately owned airports, and two major military facilities. Scheduled air carrier and commuter airline service is provided at Meadows Field in Bakersfield, which serves most of the air trade area of Bakersfield and Kern County. Scheduled air carrier service is also provided at Inyokern Airport, adjacent to the Naval Air Weapons Station (NAWS) China Lake, in the northeastern part of the county. Other public use airports, both publicly and privately owned, serve a wide range of general aviation needs, including business, recreational, personal, and agricultural activities.

Edwards Air Force Base (EAFB) and NAWS China Lake are located in the eastern part of the county. These installations and the airspace they jointly manage (20,000 square miles) are used for research, development, test and evaluation of weapons and weapon systems. From America's first jet airplane to the landings of the space shuttle, EAFB has been the scene of more major milestones in flight than any other place on earth.

Airport Funding

Kern COG works with the Caltrans Division of Aeronautics and the California Transportation Commission to develop a comprehensive program to provide continuity in airport funding and development in Kern County and California. New project requests are solicited and submitted to the Caltrans Division of Aeronautics as required according to projects included in the Capital Improvement Program of the California Aviation System Plan (CASP) for state funding and aviation projects included in the National Plan for Integrated Airport Systems (NPIAS) for federal funding. Kern COG in the past published these lists of projects; however, sources of funding are discretionary and sporadic. Therefore, the lists served no useful purpose at the regional level. Kern COG will continue to cooperate with state and federal aviation agencies in maintaining and updating the aviation capital improvement lists as needed.

MASS TRANSPORTATION

Mass Transit Project Development Funding

Four types of Federal Transit Administration (FTA) funding are listed in the FTIP:

49 USC 5307: Program provides financial operating and capital purchase assistance to operators of urban public transportation services. Funds are apportioned to urbanized areas (population over 50,000) based on a formula using population and population density.

49 USC 5310: Program funds private nonprofit corporations and public transit agencies to support services for elderly and disabled persons. Capital assistance is provided up to 80 percent of the net project cost.

49 USC 5311: Program provides financial operating and capital purchase assistance to operators of non-urban public transportation services. Funds are apportioned to non-urbanized areas (population under 50,000).

49 USC 5339: Program funds capital projects to replace, rehabilitate, and purchase buses and related equipment; and to construct bus-related facilities.

City of Delano

The City of Delano [Delano Area Rapid Transit (DART)] provides fixed route service on four routes and demand responsive public transportation service (Dial-A-Ride) for residents of Delano and those residing within the immediate county area. Both capital and operating projections are required.

Golden Empire Transit (GET) District

The Golden Empire Transit (GET) District provides fixed route service for residents of the greater Bakersfield area. GET also oversees the operation of GET-A-LIFT, a service to the disabled. Both capital and operating projections are required.

Kern County

Transit services are also provided by the County of Kern for rural and unincorporated areas countywide. Present services include dial a ride for the elderly and disabled. Special routes provide connections between outlying rural communities and the metropolitan Bakersfield area.

Special Needs

Other capital improvement projects listed in the Transit program are for special groups throughout the County, which are serving the needs of the elderly and physically challenged. Some of these groups provide a service solely to registered clients. The designated Consolidated Transportation Service Area (CTSA) for metropolitan Bakersfield provides service as needed to the senior and physically challenged community.

Rail

There are no projects available for listing in this section at this time. Projects to upgrade existing rail stations are initiated by Caltrans Division of Rail. These are part of a statewide program to upgrade stations and track for interregional rail. Other grade crossing projects are reflected in the grouped projects for safety improvements listing.

NON-MOTORIZED TRANSPORTATION

Non-motorized transportation is defined as trips made on foot or by bicycle. Bicycling, walking or jogging have become popular modes of travel for neighborhood trips. Mixed land use developments have been instituted within the Kern region to encourage non-motorized trips. Many developments are no longer exclusively residential, but include commercial, office, school, and other governmental land uses in the same development. Such mixed uses encourage non-motorized transportation by reducing the travel distance for many urban services and activities. Mixed land use policies have resulted in reduced air pollution, fuel consumption, and traffic congestion. The future for non-motorized transportation is promising as the Kern region grows.

Bicycle Path & Pedestrian/Landscape Projects

The selection process for Active Transportation Program (ATP) funded projects was a state process, through the California Transportation Commission (CTC). Once yearly apportionment planning amounts were assigned, agency participants of the MPO evaluated projects on an individual basis using the state established set of project criteria. Once the ranking was established and new projects were selected, the MPO was able to include these projects into the FTIP. The CTC approves the allocation of funding. The ATP projects are separated into two lists: bicycle projects and pedestrian/landscape projects. New projects in this category will eventually be selected using the ATP guidelines that the CTC approved in March 2026.

Recreational Trails Program

The Recreational Trails Program is an assistance program of the U.S. Department of Transportation's Federal Highway Administration (FHWA). The Recreational Trails Program provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Examples of trail use include hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

APPENDIX A: Resolution

Draft 2027 Federal Transportation Improvement Program Resolution

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

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. 114-94, 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 2024 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

APPENDIX B: Transit Operator Agreements

MOU between KCOG and City of Delano

MOU between KCOG and GET

**MEMORANDUM OF UNDERSTANDING (MOU)
BETWEEN KERN COUNCIL OF GOVERNMENTS AND
CITY OF DELANO**



Regarding the coordination of ongoing public transportation planning and federal programming funds that support the ongoing and future deployment of transit services by "City of Delano"

This MOU made effective on June 21st, 2018, is made by and between Kern Council of Governments, herein referred to as Kern COG, and City of Delano's Delano Area Rapid Transit herein referred to as DART. The purpose of this MOU is to:

- 1) Foster a cooperative and mutually beneficial working relationship between noted agencies for the provision of comprehensive, effective, and coordinated transit planning on behalf of metro-Bakersfield public mass transportation systems;
- 2) Identify the transit planning responsibilities in coordination with the State of California for programming federal transit funds within the Federal Transportation Improvement Program (FTIP); and
- 3) Be consistent with the most recent Federal Transit guidelines and otherwise update the original MOU from 2017 in compliance with the Federal Transit Administration in each area with multiple recipients of Urbanized Area Formula grants.

RECITALS:

WHEREAS, in July 1992, DART was formed to provide public transportation for greater Delano, including all of the city limits as well as adjacent unincorporated areas; and

WHEREAS, DART is a public transportation provider that is eligible to apply for and receive Federal Transit Administration (FTA) Section 5307 and 5339 for capital, operating, and planning assistance for the delivery of passenger mobility services; and

WHEREAS, Kern COG is a joint powers agency, created in 1970 by the County of Kern and the cities of Arvin, Bakersfield, California City, Delano, Maricopa, McFarland, Ridgecrest, Shafter, Taft, Tehachapi, and Wasco; and

WHEREAS, Kern COG has a committee structure which advises the Kern COG Board on all planning and policy questions, including the Transportation Technical Advisory Committee (TTAC), the Transportation Planning Policy Committee (TPPC), the Regional Planning Advisory Committee (RPAC), and the Social Service Transportation Advisory Committee (SSTAC); and

WHEREAS, the Federal Surface Transportation Act requires Metropolitan Planning Organizations (MPOs) to work cooperatively with public transportation service providers to develop Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs) for urbanized areas. Those plans and programs are intended to further the national interest in encouraging and promoting the Fixing America's Surface Transportation Act (FAST Act). Transportation services increase the public's mobility and foster

and foster economic growth and development within and through urbanized areas while minimizing transportation-related fuel consumption and air pollution; and

WHEREAS, Kern COG provides a forum wherein the development of public transportation service in the region will be accomplished. As part of the coordinated regional transportation system, Kern COG will promote the continuing, cooperative and consistent planning of the fixed-route passenger bus system and its relationship with the regional and interregional public transportation network; and

WHEREAS, Part 450, Subpart C, Section 314 of Chapter I of Title 23 CFR requires that there be an MOU and that it be updated in line with new federal transit legislation between the MPO and operators, which specifies cooperative procedures for carrying out transportation planning (including corridor and subarea studies) and transit programming; and

WHEREAS, DART is the local and regional provider of publicly owned transit systems serving the Delano Small Urbanized Area (UZA); and

WHEREAS, Kern COG and DART desire to establish the basic structure for cooperative planning and decision-making for transit planning, and programming pursuant to the above requirements.

AGREEMENT:

1. Limitation of Statutory Construction: Nothing in this MOU shall be construed to interfere with the authority, under any State law in effect on the date of the enactment of Section 134 of Title 23 USC, of a public agency with the multimodal transportation responsibilities to develop:

- a. Plans and programs for adoption by a metropolitan organization; and
- b. Develop long-range capital plans, coordinate transit services, and projects, and carry out other activities pursuant to State law.

2. Kern region-wide Transit Coordination: Kern COG and DART agree to work cooperatively with each other and with other public and private transit providers, and local agencies to ensure the provision of coordinated, cost-effective, region-wide transit services. Such coordination includes, to the extent feasible, fares; operating service agreements; past policies; transit information and marketing; schedule and service coordination; capital needs; shared passenger facilities; consolidation of data to meet periodic reporting requirements; and other activities as agreed upon by parties.

3. Planning: Kern COG and DART shall coordinate, to the extent feasible, planning efforts and studies as required by state and federal laws. This coordination shall include but not be limited to:

3.1 Overall Work Program: In accordance with state and federal requirements, Kern COG annually prepares, adopts, and updates an Overall Work Program (OWP) describing regional planning activities. The OWP identifies Kern COG's regionally significant planning activities of the State, transit operators, local governments, and completes an integrated, comprehensive program document. DART agrees to annually prepare a list of regionally significant transit-related planning studies for the future that includes:

- a. A brief description of said studies by June 30th annually.



- b. A detailed description of said studies by January 1st of the following year.

Examples of regionally significant transit studies include preparation and update of Short-range Transit Plans (TDPs), Long-range Transit Plans (LRTPs), operational studies that may involve inter-city connections, and other joint changes that may affect the coordination and efficiency of local and regional transit services within the region.

3.2 Short-range Transit Plan: In accordance with Title 23, Section 450 of the United States Code planning regulations and Federal Transit Administration (FTA) guidance, DART will prepare an annual update of its three (3) year short-range plan each year to support financial and operational decision-making in the transit planning and programming process. Consistent with the short-range transit plan, DART will provide a draft list of projects for federal transit funding. The list shall:

- a. Identify and describe the scope of specific projects that will respond to ongoing and increased transit demands found through the Short-range Transit Planning process and other related studies. As a part of the planning process, the needs of those represented under the Americans with Disabilities Act (ADA) must be recognized and addressed. The Kern region is designed along with the rest of the San Joaquin Valley Air basin as a nonattainment area for ozone and particulate matter under 10 microns (PM-10). Therefore, air quality conformity analysis, with sufficient detail in design, concept, and scope, performed by Kern COG, must be included in the planning process.
- b. Provide quantitative information supporting the project's basis for responding to transit needs.
- c. Identify the amount and type of federal and non-federal funds required to support the project for each year in the plan, including recognition of all discretionary funding estimates for the Federal Transportation Improvement Plan (FTIP).

3.3 Long-range Transit Plan: DART will develop a Long-range Transit Plan. The Long-range Plan will assess the transportation needs of DART and sets forth improvements necessary to address those needs over approximately a twenty (20) year period; it will be updated every three years to be consistent with the Short-range Transit Plan.

In accordance with Title 23, Section 450 of the United State Code planning regulations and Federal Transit Administration (FTA) guidance, the plan at a minimum will address the following:

- a. Existing transit framework;
- b. Trends and projections;
- c. Market framework;
- d. System improvement strategies with time frames;
- e. Resource/funding framework; and
- f. Public participation.

3.4 Planning Assistance: The need to prepare short and long-range plans for the development of sound financial decisions in the transportation planning and programming process is essential. Comprehensive planning is required to establish and maintain the public transportation planning documents. This input includes, but is not limited to the following:



- a. Obtaining and analyzing data from various sources to develop concrete demographic growth, and use assumptions for the purpose of public transportation forecasting and development;
- b. Assisting in securing funds to conduct public transportation-demand studies and in-depth analysis; and
- c. Assisting DART in obtaining state and federal funding of projects consistent with Kern COG's Regional Transportation Plan.

3.5 Regional Transportation Plan (RTP): To comply with USC 23 CFR 450, Subpart C, Section 322, Kern COG will prepare a Regional Transportation Plan, hereinafter referred to as the RTP, which meets the requirement of California Government Code Section 65080 et. Seq. and the most current California Transportation Commission's (CTC) Regional Transportation Planning Guidelines. Kern COG agrees to derive from DART's Short-range Transit Plan(s) as a starting point for a long-range projection of public transit and paratransit components of the RTP within the DART transit service area. The RTP itself updated every four (4) years, will be directed at achieving a coordinated and balanced regional transportation system. The RTP will be developed with the full cooperation and participation of all affected or interested agencies, including DART, air quality agencies, Caltrans, the public and private sectors.

Any RTP provisions proposed to achieve a coordinated regional transit that necessitates an amendment to DART's Short-range Transit Plan (SRTP) will be identified and referred to DART for their consideration prior to adoption or amendment of the RTP. DART may choose to amend its SRTP to achieve consistency with proposed RTP provisions, or not pursue said amendment for the near term horizon of the local Plan.

3.6 Regional and Federal Transportation Improvement Programs: Kern COG is responsible for the periodic development, endorsement, and amendment of both a Regional Transportation Improvement Plan (RTIP) and a Federal Transportation Improvement Plan (FTIP), pursuant to state and federal requirements, listed below:

- a. Kern COG agrees that the RTIP/FTIP will be prepared cooperatively on a fair and equitable basis with DART and all public agencies eligible to receive project funding.
- b. DART agrees to report to Kern COG a listing of projects for which federal funds were obligated in the previous fiscal year October 1st of every year.
- c. Kern COG agrees to include in the RTIP/FTIP projects recommended by DART which relate to FTA Sections 5307 and 5339 subject to provisions of this MOU, and subject to a finding by Kern COG of consistency with adopted SRTPs and the most recently adopted RTP.

4. State of Good Repair – Transit Asset Management (TAM): The Federal Transit Administration continues to advance efforts to implement a performance-based approach to planning. The Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21) requires the FTA and Federal Highway Administration (FHWA) to develop a performance-driven and outcome-based program that provides a greater level of transparency and accountability, improved project decision making, and more efficient investment of Federal transportation funds. The Fixing America's Surface Transportation Act of 2015 (FAST Act) further affirmed the tradition of performance management through its Transit Asset Management (TAM) Plan requirement. Information on preparation of Tier I and Tier II TAM Plans may be viewed on this Internet link: <http://www.transit.dot.gov/TAM/TAMPLANS>



The Planning Rule requires each Metropolitan Planning Organization to establish targets for DART no later than 180 days after the date on which the relevant State or provider transportation establishes its performance targets for DART. (See amendment I for State of Good Repair – Transit Asset Management relevant CFRs.)

5. Programming: Kern COG and DART shall coordinate, to the extent feasible, programming efforts and studies as required by state and federal. This coordination shall include but not be limited to:

5.1 Programming Criteria: Kern COG and DART will employ the following selection criteria to establish priorities for urban transit funding:

- a. Maintenance of existing service levels;
- b. Project purpose and need;
- c. Anticipated benefits (including mobility and air quality);
- d. Degree of improvement to transit system performance;
- e. Air quality benefits;
- f. Cost-effectiveness of transit improvements; and
- g. Leveraging other funding sources.

5.2 Section 5307 Programming: Pursuant to Part 450, Subpart C, Sections 424.326 and 328, the selection of federally funded projects for implementation in metropolitan areas shall be carried out, from the approved transportation improvement program, as listed by:

- a. In the case of projects under Title 23, the State; or
 - b. In the case of projects under Chapter 53 of Title 49, the designated transit funding recipients;
- and
- c. In cooperation with Kern COG.

5.3 Program of Projects (POP): By mid-October of each year, DART shall prepare and adopt a "Program of Projects" (POP) consistent with the requirements of Title 49 U.S.C. Section 5307 (c) (1) through (7). As part of this process GET will:

- a. Make available to the public, and all parties to this MOU, information concerning a number of funds available under the Urbanized Area Formula Program of the Projects (POP) that the recipients propose to undertake with such funds;
- b. Develop a list of candidate activities proposed to be financed, in consultation with Kern COG and DART, interested parties, including qualifying private transportation providers;
- c. Bring the draft POP to the transit advisory committees for Kern COG and incorporate their feedback;
- d. Prepare a description of the proposed POP in sufficient detail as to afford affected citizens, private transportation providers, and, as appropriate, local elected officials, and opportunity to examine the proposed POP and submit comments on such projects, whether local or regional in nature;



e. DART publishes public hearing notices in local print media to obtain the views of residents, agencies, and interested organizations on the proposed POP in accordance with DART's adopted Public Participation Plan guidelines; those notices will be issued per the FTA guidelines on public participation;

f. Ensure that the proposed POP provides for the coordination of transit services assisted by the Large Urbanized Area Formula Program and the transportation services assisted by other Federal sources for optimal use of funding available to the urbanized area;

g. Consider comments and views received, from DART and their advisory bodies, Kern COG, and its regional advisory committees, interested organizations, and the general public as well as those of private transportation providers, in preparing the final POP; and

h. Make the final adopted POP available to the public and forward it to Kern COG for incorporation (or rejection) in the FTIP by December of each year.

5.3 Incorporation or Rejection in the FTIP: Kern COG will include all POP projects nominated from the annual urbanized area allocation in its entirety in the FTIP unless Kern COG finds that:

a. The POP is insufficient with the planning and programming process (Section 5.3) and criteria (Section 5.1) in this MOU; or

b. There are insufficient funds to implement the POP based on the Federal apportionment; or

c. The POP is inconsistent with the RTP and/or adopted GET transit plans.

If Kern COG proposes to reject the POP, it will provide notice to DART not later than 30 days after it receives the POP. Kern COG's Executive Director shall provide notice by letter; the notice does not require formal Board action. At a minimum, said letter shall specify which of the three findings noted above form the basis for rejection of the POP and shall describe how a proposed project or projects fail to be consistent with said finding(s). Whenever Kern COG rejects the POP, DART may submit a new POP. Unless the new POP is rejected in the same manner, it will be incorporated into the FTIP as an FTIP Amendment.

5.4 Committees: The following committees, as established, shall be staffed by DART.

a. KernCOG's Transportation Technical Advisory Committee (TTAC) made of sixteen (16) voting staff members shall include one (1) representative from Kern COG and one (1) representative from the Air Pollution Control District as ex-officio members.

b. Kern COG's Social Service Transportation Advisory Committee (SSTAC) made of eleven (11) voting members shall include one (1) representative from GET.

c. Kern COG's Transit Operator's Committee made of twelve (12) voting members and one (1) assigned representative from GET.



d. Kern COG's Regional Planning Advisory Committee (RPAC) made of seventeen (17) voting members: One (1) assigned representative from GET.

e. Kern COG's Transportation Planning Policy Committee (TPPC) made of sixteen (16) voting members: One voting member from the Delano City Council.

5.5 Disputes: Negotiations regarding the allocation of funds by the Delano City Council shall be conducted in good faith.

Once Kern COG has approved a draft POP, if a dispute involving one or more project's failure to be consistent with findings (a), (b), and (c) listed in Section 5.4 (inclusive of programming criteria listed in Section 5.1). the dispute shall be forwarded to Kern COG's TTAC for review and recommendation. The recommendation of Kern COG's TTAC shall be forwarded to the Delano City Council for review and potential revision of the area POP. GET will consider the recommendations of the review and potential revision of the area POP. DART will consider the recommendation of the Kern COG's TTAC and choose to either incorporate or not incorporate the Committee's recommendations, it shall provide Kern COG with specific findings and rationale for this decision.

Kern COG shall consider the recommendations of the Delano City Council and also the recommendations of Kern COG's TTAC when disputes have not been resolved. Based upon those considerations, Kern COG shall make a final determination of POP consistency with the adopted RTP, and that decision shall be final.

5.6 Progress Reporting: Kern COG will be responsible for tracking the overall progress of all projects in the FTIP and will produce a mid-year report for review by the Kern COG Board of Directors, which identifies those transit projects that have been approved for funding and implementation and those that are behind schedule. In addition, per the Federal Surface Transportation Act, Kern COG will produce an annual listing of projects for which federal funds have been approved in the preceding year and will ensure that it is made available for public review.

DART will assist KernCOG's effort to track the overall progress receiving federal funds. At a minimum, the report will include:

- a. Project identification and correlation to individual categories as identified categories identified in the FTIP (e.g. Operations, Planning, Capital Purchases, Facility Maintenance, and Planning);
- b. Document the stage of project development;
- c. If a project is behind schedule, the reasons for the delay;
- d. Status of all federal funds obligated received and used to support the project, and
- e. Identify the need for an FTIP amendment.

In addition to monitoring project deployment, DART will provide Kern COG with a copy of all documents and products produced as the result of all planning activities exercised thirty (30) days after the end of each fiscal year. These results will be used by Kern COG to ensure that 5307 funds were used according to FTA's guidelines and requests

5.7 FTIP Amendments: Kern COG's Executive Director will exercise the authority delegated to process minor administrative amendments, for example, changes in the source of funds and shifting of federal funds between project phases within the four-year element of the FTIP. As a part of the quarterly progress



report, or deemed sooner by DART, DART will alert Kern COG about the need for amending the FTIP. In general, FTIP amendments are adopted for issues such as funding shortfalls, delays in project development and/or for new projects that need to be included in the document. Other controls may need to be established to foster consistent communication to ensure the FTIP is amended in a timely fashion.

6. Labor Standards: Pursuant to Title 49, Section 5333(b)(A) through Section 5333(b)(F), Kern COG and DART shall ensure that interests of employees affected by the assistance of federal funds shall be protected under arrangements of the Secretary of Labor concluded to be fair and equitable. These rights include the preservation of rights, privileges, and benefits under existing collective bargaining agreements, the continuation of collective bargaining rights, the protection of individual employees of acquired mass transportation systems, the priority of reemployment, and paid training or retraining.

7. MOU Amendment: This may not be amended except by the written consent of both parties.

8. MOU Termination: Either party, upon thirty (30) days written notification to the other, may terminate the MOU without liability of any nature.

IN WITNESS WHEREOF, the parties hereto have caused the MEMORANDUM OF UNDERSTANDING to be executed by their officers and agents thereunto duly authorized ON THE DAY AND YEAR FIRST WRITTEN.

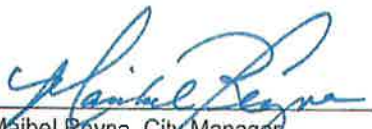
GET:


Grace Vallejo, Mayor
City of Delano

KERN COUNCIL OF GOVERNMENTS:


Cheryl Wegman, Chair
Kern Council of Governments

APPROVED AS TO CONTENT:


Maibei Reyna, City Manager
City of Delano

APPROVED AS TO CONTENT:


Ahron Hakimi, Executive Director
Kern Council of Governments

APPROVED AS TO FORM:


Bonny Garcia, Attorney
City of Delano
*RACHEL RUTTMAN
CITY ATTORNEY*

APPROVED AS TO FORM:


Brian Van Wyk, Attorney
Kern County Counsel

ATTACHMENT NO. 1

The Fixing America's Surface Transportation Act (FAST Act) of 2015 provides guidance for transit operators eligible to receive federal transit funds through the 5307 and 5339 program to report the condition of vehicles, facilities, and equipment through the State of Good Repair and Transit Asset Management Plan reporting. The reporting responsibilities are contained in the below Code of Federal Regulations (CFRs).

23 CFR 450.306 – **Scope of the metropolitan transportation planning process**

(a) To accomplish the objectives in CFRs 450.300 and 450.306(b), metropolitan planning organizations designed under CFR 450.310, in cooperation with the State and public transportation operators, shall develop long-range plans and TIPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.

(b) The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase accessibility and mobility of people and freight;
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system management and operation;
- (8) Emphasize the preservation of the existing transportation system;
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (10) Enhance travel and tourism.

(c) Consideration of the planning factors in paragraph (b) of this section shall be reflected, as appropriate, in the metropolitan transportation planning process. The degree of consideration and analysis of the factors should be based on the scale and complexity of many issues, including transportation system development,



land use, employment, economic development, human and natural environment (including Section 4(f) properties as defined in 23 CFR 774.17), and housing and community development.

(d) Performance-based approach.

and goals (1) The metropolitan transportation factors planning process shall provide for the establishment and use of a performance-based approach to transportation decisionmaking to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301 (c).

(2) Establishment of performance targets by metropolitan planning organizations.

(i) The metropolitan planning organization shall establish performance targets that address the performance measures or standards established under 23 CFR part 490 (where applicable), 49 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 metropolitan planning organization.

(ii) The selection of targets that address performance measures described in 23 U.S.C. 150 (c) shall be in accordance with the appropriate target setting framework established at 23 CFR part 490 and shall be coordinated with the relevant State(s) to ensure consistency, to the maximum extent practicable.

(iii) The selection of performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated, to the maximum extent practicable, with public transportation providers to ensure consistency with the performance targets that public transportation providers establish under 49 U.S.C. 5326(c) and 49 U. S. C. 5329(d).

(3) Each MPO shall establish the performance target under paragraph (d)(2) of this section not later than 180 days after the date on which the relevant State or provider of public transportation establishes the performance targets.

(4) An MPO shall integrate into the 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 including:

(i) The State asset management plan for the NHS, as defined in 23 U.S.C. 119(e) and the Transit Asset Management Plan, as discussed in 49 U.S.C. 5326;

(ii) Applicable portions of the HSIP, including the SHSP, as specified in 23 U.S.C. 148;

(iii) The Public Transportation Agency Safety Plan in 49 U.S.C. 5329(d);

(iv) Other safety and security planning and review processes, plans, and programs, as appropriate;



(v) The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 U.S.C. 149(i), as applicable;

(vi) Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118);

(vii) The congestion management process, as defined in 23 CFR 450.322, if applicable; and

(viii) Other State transportation plans and transportation processes required as part of a performance-based program.

23 CFR 450.314 – Metropolitan planning agreements.

(a) The MPO(s), the State(s), and the providers of public transportation shall cooperatively determine their mutual responsibilities in carrying out of the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO(s), the State(s), and the providers of public transportation serving the MPA. To the extent possible, a single agreement among all responsible parties should be developed. The written agreement(s) shall include specific provisions for the development of financial plans that support the metropolitan transportation plan (see 23 CFR 450.324) and the metropolitan TIP (see 23 CFR 450.334).

(b) The MPO(s), the State(s), and the providers of public transportation should periodically review and update the agreement, as appropriate, to reflect effective changes.

(c) If the MPA does not include the entire nonattainment or maintenance area, there shall be a written agreement among the State department of transportation, State air quality agency, affected local agencies, and the MPO(s) describing the process for cooperative planning and analysis of all projects outside the MPA within the nonattainment or maintenance area. The agreement must also indicate how the total transportation-related emissions for the nonattainment or maintenance area, including areas outside the MPA, will be treated for the purposes of determining conformity in accordance with the EPA's transportation conformity regulations (40 CFR part 93, subpart A). The agreement shall address policy mechanisms for resolving conflicts concerning transportation-related emissions that may arise between the MPA and the portion of the nonattainment or maintenance area outside the MPA.

(d) In nonattainment or maintenance areas, if MPO is not the designated agency for air quality planning under section 174 of the Clean Air Act (42 U.S.C. 7504), there shall be a written agreement between the MPO and the designated air quality planning agency describing their respective roles and responsibilities for air quality transportation planning.

(e) The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see 23 CFR 450.306(d)), and the collection of data for the State asset management plans for the NHS for each of the following circumstances: When one MPO serves a UZA, when more than one MPO serves a UZA, and when



an MPA includes a UZA that has been designated as a TMA as well as a UZA that is not a TMA that is not a TMA. These provisions shall be documented either as part of the metropolitan planning agreements required under paragraphs (a), (e), and (g) of this section or documented in some other means outside of the metropolitan planning agreements as determined cooperatively by MPO(s), State(s), and providers of public transportation.

23 CFR 450.324 – Development and content of the metropolitan transportation plan.

(a) The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. In formulating the transportation plan, the MPO(s) shall consider factors described in 23 CFR 450.306 as the factors related to a minimum 20-year forecast period. In nonattainment and maintenance area, the effective date of the transportation plan shall be the date of a conformity determination issued by the FHWA and the FTA. In attainment areas, the effective date of the transportation plan shall be its date of adoption by the MPO(s).

(b) The transportation plan shall include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

(c) The MPO(s) shall review and update the transportation plan every 4 years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to confirm the **transportation plan's** validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon. In addition, the MPO(s) may revise the transportation plan at any time using the procedures in this section without a requirement to extend the horizon year. The MPO(s) shall approve the transportation plan (and any revisions) and submit it for information purposes to the Governor. Copies of any updated or revised transportation plans must be provided to the FHWA and the FTA.

(d) In metropolitan areas that are in nonattainment for ozone or carbon monoxide, the MPO(s) shall coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP).

(e) The MPO(s), the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the transportation plan. In updating the transportation plan, the MPO(s) shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO(s) shall approve transportation plan contents and supporting analyses produced by a transportation plan update.

(f) The metropolitan transportation plan shall at a minimum, include:

(1) The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan.



(2) Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities (e.g., pedestrian walkway and bicycle facilities), and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan.

(3) A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 CFR 450.306(d).

(4) A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 CFR 450.306(d), including:

(i) Progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with the system performance recorded in previous reports, including baseline data; and

(ii) For metropolitan planning organizations that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.

(5) Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.

(6) Consideration of the results of the congestion management process in TMAs that meet the requirements of this subpart, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide.

(7) Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs and reduce the vulnerability of the existing transportation infrastructure to natural disasters. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system.

(8) Transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101.(a), and associated transit improvements, as described in 49 U.S.C. 5302(a), as appropriate.



(9) Design concept and design scope descriptions of all existing and proposed and proposed transportation facilities in sufficient detail, regardless of funding source, in nonattainment and maintenance areas for conformity determination under the EPA's transportation conformity regulations (40 CFR part 93, subpart A). In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates.

(10) A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO(s) shall develop the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO(s) may establish reasonable timeframes for performing this consultation.

(11) A financial plan that demonstrates how the adopted transportation plan can be implemented.

(i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways (as defined by 23 U.S.C. 101(a)(5) and public transportation (as defined by title 49 U.S.C. Chapter 53).

(ii) For the purpose of developing the metropolitan transportation plan, the MPO(s), public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under 23 CFR 450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.

(iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified. The financial plan may include an assessment of the appropriateness of innovative finance techniques (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan.

(iv) In developing the financial plan, the MPO(s) shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO(s), State(s), and public transportation operator(s).



(v) For outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost range/cost bands.

(vi) For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.

(vii) For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.

(viii) In cases that the FHWA and the FTA find a metropolitan find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.

(12) Pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g).

(g) The MPO(s) shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. The consultation shall involve, as appropriate:

(1) Comparison of transportation plans with State conservation plans or maps, if available;
or

(2) Comparison of transportation plans to inventories of natural or historic resources, if available.

(i) The metropolitan transportation plan should integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP required under 23 U.S.C. 148, the Public Transportation Agency Safety Plan required under 49 U.S.C. 5329(d), or an Interim Agency Safety Plan in accordance under 49 CFR part 659, as in effect until completion of the Public Transportation agency Safety Plan, and may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate, to safeguard the personal security of all motorized and non-motorized users.



(h) An MPO may while fitting the needs and complexity of its community, voluntarily elect to develop multiple scenarios for consideration as part of the development of the metropolitan transportation plan.

(1) An MPO that chooses to develop multiple scenarios under this paragraph (i) is encouraged to consider:

(i) Potential regional investment strategies for the planning horizon;

(ii) Assumed distribution of population and employment;

(iii) A scenario that, to the maximum extent practicable, maintains baseline conditions for the performance areas identified in 23 CFR 405.306(d) and measures established under 23 CFR part 490;

(iv) A scenario that improves the baseline conditions for as many of the performance measures identified in 23 CFR 450.306(d) as possible;

(v) Revenue constrained scenarios based on the total revenues expected to be available over the forecast period of the plan; and

(vi) Estimated costs and potential revenues available to support each scenario.

(2) In addition to the performance areas identified in 23 U.S.C. 150(c), 49 U.S.C. 5326(c), and 5329(d), and the measures established under 23 CFR part 490, MPOs may evaluate scenarios developed under this paragraph using locally developed measures.

(i) The MPO(s) shall provide 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 a carpool program, vanpool program, transit benefit program, parking cashout 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 a reasonable opportunity to comment on the transportation plan using the participation plan developed under 23 CFR 450.316(a).

(j) The MPO(s) shall publish or otherwise make readily available the metropolitan transportation plan for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.

(k) A State or MPO is not required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (f)(11) of this section.

(l) In nonattainment and maintenance areas for transportation-related pollutants, the MPO(s), as well as the FHWA and the FTA, must make a conformity determination on any updated or amended transportation plan in accordance with the Clean Air Act and the EPA transportation



conformity regulations (40 CFR part 93, subpart A). A 12-month conformity lapse grace will be implemented when an area misses an applicable deadline, in accordance with the Clean Air Act and the transportation conformity regulations (40 CFR part 93, subpart A). At the end of this 12-month grace period, the existing conformity determination will lapse. During a conformity lapse, MPOs can prepare an interim metropolitan transportation plan as a basis for advancing projects that are eligible to proceed under a conformity lapse. As interim metropolitan transportation plan consisting of eligible projects from, or consistent with, the most recent conforming transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to interagency consultation defined in 40 CFR part 93, subpart A. An interim metropolitan transportation plan containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.

23 CFR 450.326 (C & D) – Development and content of the transportation improvement program (TIP)

(c) The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under 23 CFR 450.306(d).

(d) The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

23 CFR 450.340 – Phase-in of new requirements

(a) Prior to May 27, 2018, an MPO or MPO(s) may adopt a metropolitan transportation plan that has been developed using the SAFETEA-LU requirements of the provisions and requirements of this part. On or after May 27, 2018, an MPO or MPOs may not adopt a metropolitan transportation plan that has not been developed according to the provisions and requirements of this part.

(b) Prior to May 27, 2018 (2 years after the publication date of this rule), FHWA/FTA may determine the conformity of, or approve as part of a STIP, a TIP that has been developed using SAFETEA-LU requirements or the provisions and requirements of this part. On or after May 27, 2018 (2 years after the publication date of this rule), FHWA/FTA may only determine the conformity of, or approve as part of a STIP, a TIP that has been developed according to the provisions and requirements of this part, regardless of when the MPO developed the TIP.

(c) On and after May 27, 2018 (2 years after the issuance of this rule), the FHWA and the FTA will take action (i.e., conformity determinations and STIP approvals) on an updated or amended TIP developed under the provisions of this part, even if the MPO has not yet adopted a new metropolitan transportation plan under the provisions of this part, as long as the underlying transportation planning process is consistent with the requirements in the MAP-21.



(d) On or after May 27, 2018 (2 years after the publication date of this rule), an MPO may make an administrative modification to a TIP that conforms to either the SAFETEA-LU or to the provisions and requirements of this part.

(e) Two years from the effective date of each rule establishing performance measures under 23 U.S.C. 150(c), 49 U.S.C. 5326, and 49 U.S.C. 5329, FHWA/FTA will only determine the conformity of or approve as part of a STIP, a TIP that is based on a metropolitan transportation planning process that meets the performance-based planning requirements in this part and in such a rule.

(f) Prior to 2 years from the effective date of each rule establishing performance measures under 23 U.S.C. 150(c), 49 U.S.C. 5326, or 49 U.S.C. 5329, MPO may adopt a metropolitan transportation plan that has been developed using the SAFETEA-LU requirements or the performance-based planning requirements of this part and in such a rule. Two years on or after the effective date of each rule establishing performance measures under 23 U.S.C. 150(c), 49 U.S.C. 5326, or 49 U.S.C. 5329, an MPO may only adopt a metropolitan transportation plan that has been developed according to the performance-based provisions and requirements of this part and in such a rule.

(g) A newly designated TMA shall implement the congestion management process described in 23 CFR 450.322 within 18 months of designation.

(h) With respect to requirements added in 23 CFR 450.306(d); 450.312(a), (h), (l), and (j); 450.314(e), (f), (g), and (h); and 450.324(c), (d), (e), (f), (h), (l), and (n); 450.326; 450.330; 450.332(c); 450.334(a); and 450.336(b), on January 19, 2017; States and MPOs shall comply with the MPA boundary and MPO boundaries agreement provisions, shall document the determination of Governor and MPO(s) whether the size and complexity of the MPA make multiple MPOs appropriate, and the MPOs shall comply with the requirements for jointly established performance targets, and a single metropolitan transportation plan and TIP for the entire MPA, prior to the next metropolitan transportation plan update occurring on or after the date that is 2 years after the date the U.S. Census Bureau releases its notice of Qualifying Urban Areas following the 2020 census.



**MEMORANDUM OF UNDERSTANDING (MOU)
BETWEEN KERN COUNCIL OF GOVERNMENTS AND
Golden Empire Transit District (GET)**

"Regarding the coordination of ongoing public transportation planning and federal programming Funds that support the ongoing and future deployment of transit services by "Golden Empire Transit District"

This MOU, made effective on, October 19th, 2023 is made by and between Kern Council of Governments, herein referred to as Kern COG, and Golden Empire Transit District herein referred to as GET. The purpose of this MOU is to:

- 1) Foster a cooperative and mutually beneficial working relationship between noted agencies for the provision of comprehensive, effective, and coordinated transit planning on behalf of metro-Bakersfield public mass transportation systems;
- 2) Identify the transit planning responsibilities in coordination with the State of California for programming federal transit funds within the Federal Transportation Improvement Program (FTIP); and
- 3) Be consistent with the most recent Federal Transit guidelines and otherwise update the original MOU from 2017 in compliance with the Federal Transit Administration in each area with multiple recipients of Urbanized Area Formula grants.

RECITALS:

WHEREAS, in July 1973, GET was formed to provide public transportation for greater Bakersfield, including all the city limits as well as adjacent unincorporated areas; and

WHEREAS, GET is a public transportation provider that is eligible to apply for and receive Federal Transportation Administration (FTA) Section 5307, 5310, and 5339 for capital operating and planning assistance for the delivery of passenger mobility services; and

WHEREAS, Kern COG is a joint powers agency, created in 1970 by the County of Kern and the cities of Arvin and Bakersfield, California City, Delano, Maricopa, McFarland, Ridgecrest, Shafter, Taft, Tehachapi, and Wasco; and

WHEREAS, Kern COG is a the Regional Transportation Planning Agency (RTPA) and the Metropolitan Planning Agency (MPO) for Kern County; and

WHEREAS, Kern COG has a committee structure which advises the Kern COG Board on all planning and policy questions, including the Transportation Technical Advisory Committee (TTAC), the Transportation Planning Policy Committee (TPPC), the Regional Planning Advisory (RPAC), and the Social Service Transportation Advisory Committee (SSTAC); and

WHEREAS, the Federal Surface Transportation Program requires Metropolitan Planning Organizations (MPOs) to work cooperatively with public transportation service providers to develop Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs) for urbanized areas. Those plans and programs are intended to further the national interest in encouraging and promoting the Bipartisan Infrastructure Investment and Jobs Act (IIJA). Transportation services increase the public's mobility and foster economic growth and

development within and through urbanized areas while minimizing transportation-related fuel consumption and air pollution; and

WHEREAS, Kern COG provides a forum wherein the development of public transportation service in the region will be accomplished. As part of the coordinated regional transportation system, Kern COG will promote the continuing, cooperative and consistent planning of the fixed-route passenger bus system and its relationship with the regional and interregional public transportation network; and

WHEREAS, Part 450, Subpart C, Section 314 of Chapter I of Title 23 CFR requires that there be an MOU and that it be updated in line with new federal transit legislation between the MPO and operators, which specifies cooperative procedures for carrying out transportation planning (including corridor and subarea studies) and transit programming; and

WHEREAS, GET is the local and regional provider of publicly owned transit systems serving the Bakersfield Large Urbanized Area (UZA); and

WHEREAS, Kern COG and GET desire to establish the basic structure for cooperative planning and decision-making for transit planning, and programming pursuant to the above requirements.

AGREEMENT:

1. Limitation of Statutory Construction. Nothing in this MOU shall be construed to interfere with the authority, under any State law in effect on the date of the enactment of Section 134 of Title 23 U.S.C, of a public agency with the multimodal transportation responsibilities to develop:

- a. Plans and programs for adoption by a metropolitan planning organization; and
- b. Develop long-range capital plans, coordinate transit services, and projects, and carry-out other activities pursuant to State law.

2. Kern region-wide Transit Coordination. Kern COG and GET agree to work cooperatively with each other and with other public and private transit providers, and local governmental agencies to ensure the provision of coordinated, cost-effective, region-wide transit services. Such coordination includes, to the extent feasible, fares; operating service agreements; past policies; transit information and marketing; schedule and service coordination; capital needs; shared passenger facilities; consolidation of data to meet periodic reporting requirements; and other activities as agreed upon by the parties.

3. Planning. Kern COG and GET shall coordinate, to the extent feasible, planning efforts and studies as required by state and federal laws. This coordination shall include but not be limited to:

3.1 Overall Work program: In accordance with state and federal requirements, Kern COG annually prepares, adopts, and updates an Overall Work Program (OWP) describing regional planning activities. The OWP identifies Kern COG's regionally significant planning activities of the State, transit operators, local governments, and completes an integrated, comprehensive program document. GET agrees to annually prepare a list of regionally significant transit-related planning studies for the future that includes:

- a. A brief description of said studies by June 30th annually.
- b. A detailed description of said studies by January 1st of the following year.

Examples of regionally significant transit studies include preparation and update of Short-range Transit Plans (TDPs), Long-range Transit Plans (LRTPs), operational studies that may involve inter-city transit connections, and other joint changes that may affect the coordination and efficiency of local and regional transit services within the region.

3.2 Short-range Transit Plan: In accordance with Title 23, Section 450 of the United States Code planning regulations and Federal Transit Administration (FTA) guidance, GET will prepare an annual update of three (3) year short-range plan each year to support financial and operational decision-making in the transit planning and programming process. Consistent with the short-range transit plan, GET will provide a draft list of projects for federal transit funding. The list shall:

a. Identify and describe the scope of specific projects that will respond to ongoing and increased transit demands found through the Short-range Transit Planning process and other related studies. As a part of the planning process, the needs of those represented under the Americans with Disabilities Act (ADA) must be recognized and addressed. The Kern region is designated along with the rest of the San Joaquin Valley Air Basin as a nonattainment area for ozone and particulate matter under 10 microns (PM-10). Therefore, air quality conformity analysis, with sufficient detail in design, concept, and scope, performed by Kern COG, must be included in the planning process.

b. Provide quantitative information supporting the project's basis for responding to transit needs.

c. Identify the amount and type of federal and non-federal funds required to support the project for each year in the plan, including recognition of all discretionary funding estimates for the Federal Transportation Improvement Plan (FTIP).

3.3 Long-range Transit Plan: GET will develop a Long-range Transit Plan. The Long-range Plan will assess the transportation needs of GET and sets forth improvements necessary to address those needs over approximately a twenty (20) year period; it will be updated every three years to be consistent with the Short-range Transit Plan.

In accordance with Title 23, Section 450 of the United States Code planning regulations and Federal Transit Administration (FTA) guidance, the plan at a minimum will address the following:

- a. Existing transit framework;
- b. Trends and projections;
- c. Market framework;
- d. System improvement strategies with time frames;
- e. Resource/funding framework; and
- f. Public participation.

3.4 Planning Assistance: The need to prepare short and long-range plans for the development of sound financial and operational decisions in the transportation planning and programming process is essential. Comprehensive planning is required to establish and maintain the public transportation planning documents. This input includes, but is not limited to, the following:

a. Obtain and analyze data from various sources to develop concrete demographic growth and use assumptions for the purpose of public transportation forecasting and development.

b. Assist in securing funds to conduct public transportation-demand studies and in-depth analysis; and

c. Assist GET in obtaining state and federal funding of projects consistent with Kern COG's Regional Transportation Plan.

3.5 Regional Transportation Plan (RTP): to comply with USC 23 CFR 450, Subpart C, Section 322, Kern COG will prepare a Regional Transportation Plan, hereinafter referred to as the RTP, which meets the requirements of Californian Government Code Section 65080 et. Seq. and the most current Californian Transportation Commission's (CTC) Regional Transportation Planning Guidelines. Kern COG agrees to derive from GET's Short-range Transit Plan(s) as a starting point for a long-range projection of public transit and paratransit components of the RTP within the GET transit service area. The RTP itself updated every four (4) years, will be directed at achieving a coordinated and balanced regional transportation system. The RTP will be developed with the full cooperation and participation of all affected or interested agencies, including GET, air quality agencies, Caltrans, the public and private sectors.

Any RTP provision proposed to achieve a coordinated regional transit that necessitates an amendment to GET's Short-range Transit Plan (SRTP) will be identified and referred to GET for their consideration prior to adoption or amendment of the RTP. GET may choose to amend its SRTP to achieve consistency with proposed RTP provisions, or not pursue said amendment for the near term horizon of the local Plan.

3.6 Regional and Federal Transportation Improvement Programs: Kern COG is responsible for the periodic development, endorsement, and amendment of both a Regional Transportation Improvements Plan (RTIP) and a Federal Transportation Improvement Program (FTIP), pursuant to state and federal requirements, respectively.

a. Kern COG agrees that the RTIP/FTIP will be prepared cooperatively on a fair and equitable basis with GET and all public agencies eligible to receive project funding.

b. GET agrees to report to Kern COG a listing of projects for which federal funds were obligated in the previous fiscal year October 1st of every year.

c. Kern COG agrees to include in the RTIP/FTIP projects recommended by GET which relate to FTA Sections 5307 and 5339 subject to provisions of this MOU, and subject to a finding by Kern COG of consistency with adopted SRTP's and the most recently adopted RTP.

4. State of Good Repair- Transit Asset Management (TAM): The Federal Transit Administration continues to advance efforts to implement a performance-based approach to planning. The Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21) requires the FTA and Federal Highway Administration (FHWA) to develop a performance-driven and outcome-based program that provides a greater level of transparency and accountability, improved project decision making, and more efficient investment of Federal transportation funds. The Bipartisan Infrastructure Investment and Jobs Act of 2021 (IIJA) further affirmed the tradition of performance management through its Transit Asset Management (TAM) Plan requirement. Information on preparation of Tier I and Tier II TAM Plans may be viewed on this Internet link: <https://www.transit.dot.gov/TAM/TAMPlans>

The Planning Rule requires each Metropolitan Planning Organization to establish targets for GET no later than 180 days after the date on which the relevant State or provider of public transportation establishes its performance targets for GET. (See Attachment No. 1 for State of Good Repair – Transit Asset Management relevant CFRs.)

5. Programming. Kern COG and GET shall coordinate, to the extent feasible, programming efforts and studies as required by state and federal. This coordination shall include but not be limited to:

5.1 Programming Criteria: Kern COG and GET will employ the following selection criteria to establish priorities for urban transit funding:

- a. Maintenance of existing service levels;
- b. Project purpose and need;
- c. Anticipated benefits (including mobility and air quality);
- d. Degree of improvement to transit system performance;
- e. Air quality benefits;
- f. Cost-effectiveness of transit improvements; and
- g. Leveraging other funding sources.

Prior to the preparation of the initial Program of Projects (POP) as specified in Section 5.3 below GET shall establish definitions, performance measures, protocols, and methodologies for ranking prospective transit projects using each of the seven programming criteria listed above.

5.2 Section 5307, and 5310 Programming: Pursuant to Part 450, Subpart C, Sections 424.326 and 328, the selection of federally funded projects for implementation in metropolitan areas shall be carried out, from the approved transportation improvement program, by:

- a. In the case of projects under Title 23, the State; or
- b. In the case of projects under Chapter 53 of Title 49, the designated transit funding recipients; and
- c. In cooperation with Kern COG.

5.3 Program of Projects (POP): By mid-October of each year, GET shall prepare and adopt a "Program of Projects" (POP) consistent with the requirements of Title 49 U.S.C. Section 5307 (c) (1) through (7). As part of this process GET will:

- a. Make available to the public, and all parties to this MOU, information concerning a number of funds available under the Urbanized Area Formula Program of the Projects (POP) that the recipients propose to undertake with such funds;
- b. Develop a list of candidate activities proposed to be financed, in consultation with Kern COG and GET, interested parties, including qualifying private transportation providers;
- c. Bring the draft POP to the transit advisory committees for Kern COG and incorporate their feedback;
- d. Prepare a description of the proposed POP in sufficient detail as to afford affected citizens, private transportation providers, and, as appropriate, local elected officials, an opportunity to examine the proposed POP and submit comments on such projects, whether local or regional in nature;
- e. GET publishes public hearing notices in local print media and obtain the views of residents, agencies, and interested organizations on the proposed POP in accordance with

GET's adopted Public Participation Plan guidelines; those notices will be issued per the FTA guidelines on public participation;

f. Ensure that the proposed POP provides for the coordination of transit services assisted by the Large Urbanized Area Formula Program and the transportation services assisted by other Federal sources for optimal use of funding available to the urbanized area;

g. Consider comments and views received, from GET and their advisory bodies, Kern COG, and its regional advisory committees, interested organizations, and the general public as well as those of private transportation providers, in preparing the final Pop; and

h. Make the final adopted POP available to the public and forward it to Kern COG for incorporation (or rejection) in the FTIP by December of each year.

5.4 Incorporation of Rejection in the FTIP: Kern COG will include all POP projects nominated from the annual urbanized area allocation in its entirety in the FTIP unless Kern COG finds that:

a. The POP is inconsistent with the planning and programming process (Section 5.3) and criteria (Section 5.1) in this MOU; or

b. There are insufficient funds to implement the POP based on the Federal apportionment; or

c. The POP is inconsistent with the RTP and/or adopted GET's transit plans.

If Kern COG proposes to reject the POP, it will provide notice to GET not later than 30 days after it receives the POP. Kern COG's Executive Director shall provide notice by letter; the notice does not require formal Board action. At a minimum, said letter shall specify which of the three findings noted above form the basis for rejection of the POP and shall describe how a proposed project or projects fail to be consistent with said finding(s). Whenever Kern COG rejects the POP, GET may submit a new POP. Unless the new POP is rejected in the same manner, it will be incorporated into the FTIP as an FTIP Amendment.

5.5 Committees: The following committees, as established, shall be staffed by GET.

a. Kern COG's Transportation Technical Advisory Committee (TTAC) made of sixteen (16) voting staff members and shall include one (1) representative from Kern COG and one (1) representative from the Air Pollution Control District as ex-officio members.

b. Kern COG's Social Service Transportation Advisory Committees made of eleven (11) voting members: One (1) assigned a representative from GET.

c. Kern COG's Transit Operator's Committee made of twelve (12) voting members and one (1) assigned a representative from GET.

d. Kern COG's Regional Planning Advisory Committee (RPAC) made of sixteen (16) voting members (which includes a representative from Golden Empire Transit District and Caltrans District and shall include three (3) at large members and two (2) permanent ex-officio non-voting members consisting of the Executive Officer of the Local Agency Formation Commission (LAFCO) and the President/CEO of the Kern Economic Development Corporation (KEDC) of his/her designated representative.

e. Kern COG's Transportations Planning Policy Committee and of fourteen (14) voting members: One voting member from GET Board of Directors.

5.6 Disputes: Negotiations regarding the allocation of funds by the GET Board of Directors shall be conducted in good faith.

Once Kern COG has approved a draft POP if a dispute involving one or more project's failure to be consistent with findings (a), (b), and (c) listed in Section 5.4 (inclusive of programming criteria listed in Section 5.1), the dispute shall be forwarded to Kern COG's TTAC for review and recommendation. The recommendation of Kern COG's TTAC shall be forwarded to the GET's Board of Directors for review and potential revision of the area POP. GET will consider the recommendations of the Kern COG's TTAC and choose to either incorporate or not incorporate the Committee's recommendations, it shall provide Kern COG with specific findings and rationale for this decision.

Kern COG shall consider the recommendations of the GET's Board of Directors and also the recommendations of the Kern COG's TTAC when disputes have not been resolved. Based upon those considerations, Kern COG shall make a final determination of POP consistency with the adopted RTP, and that decision shall be final.

5.7 Progress Reporting: Kern COG will be responsible for tracking the overall progress of all projects in the FTIP and will produce a mid-year report for review by the Kern COG Board of Directors, which identifies those transit projects that have been approved for funding and implementation and those that are behind schedule. In addition, per the Federal Surface Transportation Act, Kern COG will produce an annual listing of projects for which federal funds have been approved in the preceding year and will ensure that it is made available for public review.

GET will assist Kern COG's effort to track the overall progress receiving federal funds. At a minimum, the report will include:

- a. Project identification and correlation to individual categories as identified categories identified in the FTIP (e.g. Operations, Planning, Capital Purchases, Facility Maintenance, and Planning);
- b. Document the stage of project development;
- c. If a project is behind schedule, the reasons for the delay;
- d. Status of all federal funds obligated, received and used to support the project, and
- e. Identify the need for an FTIP amendment.

In addition to monitoring project deployment, GET will provide Kern COG with a copy of all documents and products produced as the result of all planning activities exercised thirty (30) days after the end of each fiscal year. These results will be used by Kern COG to ensure that 5307 funds were used according to FTA's guidelines and requests.

5.8 FTIP Amendments: Kern COG's Executive Director will exercise the authority delegated to process minor administrative amendments, for example, changes in the source of funds and shifting of federal funds between project phases within the four-year element of the FTIP. As a part of the quarterly progress report, or deemed sooner by GET, GET will alert Kern COG about the need for amending the FTIP. In general, FTIP amendments are adopted for issues such as funding shortfalls, delays in project deployment and/or for new projects that need to be included

in the document. Other controls may need to be established to foster consistent communication to ensure the FTIP is amended in a timely fashion.

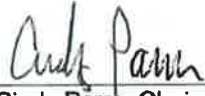
6. Labor Standards. Pursuant to Title 49, Section 5333(b)(A) through Section 5333(b)(2)(F), Kern COG and GET shall ensure that interests of employees affected by the assistance of federal funds shall be protected under arrangements of the Secretary of Labor concluded to be fair and equitable. These rights include the preservation of rights, privileges, and benefits under existing collective bargaining agreements, the continuation of collective bargaining rights, the protection of individual employees of acquired mass transportation systems, the priority of reemployment, and paid training or retraining.

7. MOU Amendment: This MOU may not be amended except by the written consent of both parties.

8. MOU Termination: Either party, upon thirty (30) days written notification to the other, may terminate this MOU without liability of any nature.

IN WITNESS WHEREOF, the parties hereto have caused this MEMORANDUM OF UNDERSTANDING to be executed by their officers and agents thereunto duly authorized ON THE DAY AND YEAR FIRST WRITTEN.

GET:


Cindy Parra, Chair
GET

KERN COUNCIL OF GOVERNMENTS:


Bob Smith, Chair
Kern Council of Governments

APPROVED AS TO CONTENT:


Karen King, Chief Executive Officer
GET

APPROVED AS TO CONTENT:


Ahron Hakimi, Executive Director
Kern Council of Governments

APPROVE AS TO FORM:


James Worth, Attorney
GET

APPROVE AS TO FORM:


Brian Van Wyk, Deputy
Kern County Counsel

ATTACHMENT NO. 1

Bipartisan Infrastructure Investment and Jobs Act (IIJA) of 2021 provides guidance for transit operators eligible to receive federal transit funds through the 5307 and 5339 program to report the condition of vehicles, facilities, and equipment through the State of Good Repair and Transit Asset Management Plan reporting. The reporting responsibilities are contained in the below Code of Federal Regulations (CFRs).

23 CFR 450.306 – Scope of the metropolitan transportation planning process

(a) To accomplish the objectives in CFRs 450.300 and 450.306(b), metropolitan planning organizations designed under CFR 450.310, in cooperation with the State and public transportation operators, shall develop long-range plans and TIPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.

(b) The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase accessibility and mobility of people and freight;
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system management and operation;
- (8) Emphasize the preservation of the existing transportation system;
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (10) Enhance travel and tourism.

(c) Consideration of the planning factors in paragraph (b) of this section shall be reflected, as appropriate, in the metropolitan transportation planning process. The degree of consideration and analysis of the factors should be based on the scale and complexity of many issues, including transportation system development, land use, employment, economic development, human and

natural environment (including Section 4(f) properties as defined in 23 CFR 774.17), and housing and community development.

(d) Performance-based approach.

(1) The metropolitan transportation factors planning process shall provide for the establishment and use of a performance-based approach to transportation decisionmaking to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301 (c).

(2) Establishment of performance targets by metropolitan planning organizations.

(i) The metropolitan planning organization shall establish performance targets that address the performance measures or standards established under 23 CFR part 490 (where applicable), 49 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 metropolitan planning organization.

(ii) The selection of targets that address performance measures described in 23 U.S.C. 150 (c) shall be in accordance with the appropriate target setting framework established at 23 CFR part 490 and shall be coordinated with the relevant State(s) to ensure consistency, to the maximum extent practicable.

(iii) The selection of performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated, to the maximum extent practicable, with public transportation providers to ensure consistency with the performance targets that public transportation providers establish under 49 U.S.C. 5326(c) and 49 U. S. C. 5329(d).

(3) Each MPO shall establish the performance target under paragraph (d)(2) of this section not later than 180 days after the date on which the relevant State or provider of public transportation establishes the performance targets.

(4) An MPO shall integrate into the 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 including:

(i) The State asset management plan for the NHS, as defined in 23 U.S.C. 119(e) and the Transit Asset Management Plan, as discussed in 49 U.S.C. 5326;

(ii) Applicable portions of the HSIP, including the SHSP, as specified in 23 U.S.C. 148;

(iii) The Public Transportation Agency Safety Plan in 49 U.S.C. 5329(d);

(iv) Other safety and security planning and review processes, plans, and programs, as appropriate;

(v) The Congestion Mitigation and Air Quality Improvement Program performance plan in 23U.S.C. 149(i), as applicable;

(vi) Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118);

(vii) The congestion management process, as defined in 23 CFR 450.322, if applicable; and

(viii) Other State transportation plans and transportation processes required as part of a performance-based program.

23 CFR 450.314 – Metropolitan planning agreements.

(a) The MPO(s), the State(s), and the providers of public transportation shall cooperatively determine their mutual responsibilities in carrying out of the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO(s), the State(s), and the providers of public transportation serving the MPA. To the extent possible, a single agreement among all responsible parties should be developed. The written agreement(s) shall include specific provisions for the development of financial plans that support the metropolitan transportation plan (see 23 CFR 450.324) and the metropolitan TIP (see 23 CFR 450.334).

(b) The MPO(s), the State(s), and the providers of public transportation should periodically review and update the agreement, as appropriate, to reflect effective changes.

(c) If the MPA does not include the entire nonattainment or maintenance area, there shall be a written agreement among the State department of transportation, State air quality agency, affected local agencies, and the MPO(s) describing the process for cooperative planning and analysis of all projects outside the MPA within the nonattainment or maintenance area. The agreement must also indicate how the total transportation-related emissions for the nonattainment or maintenance area, including areas outside the MPA, will be treated for the purposes of determining conformity in accordance with the EPA's transportation conformity regulations (40 CFR part 93, subpart A). The agreement shall address policy mechanisms for resolving conflicts concerning transportation-related emissions that may arise between the MPA and the portion of the nonattainment or maintenance area outside the MPA.

(d) In nonattainment or maintenance areas, if MPO is not the designated agency for air quality planning under section 174 of the Clean Air Act (42 U.S.C. 7504), there shall be a written agreement between the MPO and the designated air quality planning agency describing their respective roles and responsibilities for air quality transportation planning.

(e) The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see 23 CFR 450.306(d)), and the collection of data for the State asset management plans for the NHS for each of the following circumstances: When one MPO serves a UZA, when more than one MPO serves a UZA, and when an MPA includes a UZA that has been designated as a TMA as well as a UZA that is not a TMA. These provisions shall be documented either as part of the metropolitan planning

agreements required under paragraphs (a), (e), and (g) of this section or documented it in some other means outside of the metropolitan planning agreements as determined cooperatively by MPO(s), State(s), and providers of public transportation.

23 CFR 450.324 – Development and content of the metropolitan transportation plan.

(a) The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. In formulating the transportation plan, the MPO(s) shall consider factors described in 23 CFR 450.306 as the factors related to a minimum 20-year forecast period. In nonattainment and maintenance area, the effective date of the transportation plan shall be the date of a conformity determination issued by the FHWA and the FTA. In attainment areas, the effective date of the transportation plan shall be its date of adoption by the MPO(s).

(b) The transportation plan shall include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

(c) The MPO(s) shall review and update the transportation plan every 4 years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon. In addition, the MPO(s) may revise the transportation plan at any time using the procedures in this section without a requirement to extend the horizon year. The MPO(s) shall approve the transportation plan (and any revisions) and submit it for information purposes to the Governor. Copies of any updated or revised transportation plans must be provided to the FHWA and the FTA.

(d) In metropolitan areas that are in nonattainment for ozone or carbon monoxide, the MPO(s) shall coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP).

(e) The MPO(s), the State(s), and the public transportation operator(s) shall validate data used in preparing other exiting modal plans for providing input to the transportation plan. In updating the transportation plan, the MPO(s) shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO(s) shall approve transportation plan contents and supporting analyses produced by a transportation plan update.

(f) The metropolitan transportation plan shall at a minimum, include:

(1) The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan.

(2) Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, non-motorized transportation facilities (e.g., pedestrian walkway and bicycle facilities), and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan.

- (3) A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 CFR 450.306(d).
- (4) A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 CFR 450.306(d), including:
- (i) Progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with the system performance recorded in previous reports, including baseline data; and
 - (ii) For metropolitan planning organizations that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.
- (5) Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility congestion and maximize the safety and mobility of people and goods.
- (6) Consideration of the results of the congestion management process in TMAs that meet the requirements of this subpart, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide.
- (7) Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs and reduce the vulnerability of the existing transportation infrastructure to natural disasters. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system.
- (8) Transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101.(a), and associated transit improvements, as described in 49 U.S.C. 5302(a), as appropriate.
- (9) Design concept and design scope descriptions of all existing and proposed and proposed transportation facilities in sufficient detail, regardless of funding source, in nonattainment and maintenance areas for conformity determination under the EPA's transportation conformity regulations (40 CFR part 93, subpart A). In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates.
- (10) A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential

to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO(s) shall develop the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO(s) may establish reasonable timeframes for performing this consultation.

(11) A financial plan that demonstrates how the adopted transportation plan can be implemented.

(i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways (as defined by 23 U.S.C. 101(a)(5) and public transportation (as defined by title 49 U.S.C. Chapter 53)

(ii) For the purpose of developing the metropolitan transportation plan, the MPO(s), public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under 23 CFR 450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.

(iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified. The financial plan may include an assessment of the appropriateness of innovative finance techniques (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan.

(iv) In developing the financial plan, the MPO(s) shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO(s), State(s), and public transportation operator(s).

(v) For outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost range/cost bands.

(vi) For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.

(vii) For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.

(viii) In cases that the FHWA and the FTA find a metropolitan find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.

(12) Pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g).

(g) The MPO(s) shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. The consultation shall involve, as appropriate:

(1) Comparison of transportation plans with State conservation plans or maps, if available; or

(2) Comparison of transportation plans to inventories of natural or historic resources, if available.

(h) The metropolitan transportation plan should integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP required under 23 U.S.C. 148, the Public Transportation Agency Safety Plan required under 49 U.S.C. 5329(d), or an Interim Agency Safety Plan in accordance under 49 CFR part 659, as in effect until completion of the Public Transportation agency Safety Plan, and may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate, to safeguard the personal security of all motorized and non-motorized users.

(i) An MPO may while fitting the needs and complexity of its community, voluntarily elect to develop multiple scenarios for consideration as part of the development of the metropolitan transportation plan.

(1) An MPO that chooses to develop multiple scenarios under this paragraph (i) is encouraged to consider:

(i) Potential regional investment strategies for the planning horizon;

(ii) Assumed distribution of population and employment;

(iii) A scenario that, to the maximum extent practicable, maintains baseline conditions for the performance areas identified in 23 CFR 405.306(d) and measures establish under 23 CFR part 490;

(iv) A scenario that improves the baseline conditions for as many of the performance measures identified in 23 CFR 450.306(d) as possible;

(v) Revenue constrained scenarios based on the total revenues expected to be available over the forecast period of the plan; and

(vi) Estimated costs and potential revenues available to support each scenario.

(2) In addition to the performance areas identified in 23 U.S.C. 150(c), 49 U.S.C. 5326(c), and 5329(d), and the measures established under 23 CFR part 490, MPOs may evaluate scenarios developed under this paragraph using locally developed measures.

(j) The MPO(s) shall provide 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 a carpool program, vanpool program, transit benefit program, parking cashout 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 a reasonable opportunity to comment on the transportation plan using the participation plan developed under 23 CFR 450.316(a).

(k) The MPO(s) shall publish or otherwise make readily available the metropolitan transportation plan for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.

(l) A State or MPO is not required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (f)(11) of this section.

(m) In nonattainment and maintenance areas for transportation-related pollutants, the MPO(s), as well as the FHWA and the FTA, must make a conformity determination on any updated or amended transportation plan in accordance with the Clean Air Act and the EPA transportation conformity regulations (40 CFR part 93, subpart A). A 12-month conformity lapse grace will be implemented when an area misses an applicable deadline, in accordance with the Clean Air Act and the transportation conformity regulations (40 CFR part 93, subpart A). At the end of this 12-month grace period, the existing conformity determination will lapse. During a conformity lapse, MPOs can prepare an interim metropolitan transportation plan as a basis for advancing projects that are eligible to proceed under a conformity lapse. As interim metropolitan transportation plan consisting of eligible projects from, or consistent with, the most recent conforming transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to interagency consultation defined in 40 CFR part 93, subpart A. An interim metropolitan transportation plan containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.

23 CFR 450.326 (C & D) – Development and content of the transportation improvement program (TIP)

(c) The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under 23 CFR 450.306(d).

(d) The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

23 CFR 450.340 – Phase-in of new requirements

(a) Prior to May 27, 2018, an MPO or MPO(s) may adopt a metropolitan transportation plan that has been developed using the SAFETEA-LU requirements of the provisions and requirements of this part. On or after May 27, 2018, an MPO or MPOs may not adopt a metropolitan transportation plan that has not been developed according to the provisions and requirements of this part.

(b) Prior to May 27, 2018 (2 years after the publication date of this rule), FHWA/FTA may determine the conformity of, or approve as part of a STIP, a TIP that has been developed using SAFETEA-LU requirements or the provisions and requirements of this part. On or after May 27, 2018 (2 years after the publication date of this rule), FHWA/FTA may only determine the conformity of, or approve as part of a STIP, a TIP that has been developed according to the provisions and requirements of this part, regardless of when the MPO developed the TIP.

(c) On and after May 27, 2018 (2 years after the issuance of this rule), the FHWA and the FTA will take action (i.e., conformity determinations and STIP approvals) on an updated or amended TIP developed under the provisions of this part, even if the MPO has not yet adopted a new metropolitan transportation plan under the provisions of this part, as long as the underlying transportation planning process is consistent with the requirements in the MAP-21.

(d) On or after May 27, 2018 (2 years after the publication date of this rule), an MPO may make an administrative modification to a TIP that conforms to either the SAFETEA-LU or to the provisions and requirements of this part.

(e) Two years from the effective date of each rule establishing performance measures under 23 U.S.C. 150(c), 49 U.S.C. 5326, and 49 U.S.C. 5329, FHWA/FTA will only determine the conformity of or approve as part of a STIP, a TIP that is based on a metropolitan transportation planning process that meets the performance-based planning requirements in this part and in such a rule.

(f) Prior to 2 years from the effective date of each rule establishing performance measures under 23 U.S.C. 150(c), 49 U.S.C. 5326, or 49 U.S.C. 5329, MPO may adopt a metropolitan transportation plan that has been developed using the SAFETEA-LU requirements or the performance-based planning requirements of this part and in such a rule. Two years on or after the effective date of each rule establishing performance measures under 23 U.S.C. 150 (c), 49 U.S.C. 5326, or 49 U.S.C. 5329, an MPO may only adopt a metropolitan transportation plan that has been developed according to the performance-based provisions and requirements of this part and in such a rule.

(g) A newly designated TMA shall implement the congestion management process described in 23 CFR 450.322 within 18 months of designation.

(h) [Reserved by 82 FR 56545]

APPENDIX C: Directory

Glossary of Terms

Project Listing Codes

Air Quality Screening Criteria

GLOSSARY OF TERMS

ATP	Active Transportation Program (State Designation)
ARB	Air Resources Board (State)
AQMP	Air Quality Maintenance Plan
BIL	Bipartisan Infrastructure Law (or IIJA)
CCAA	California Clean Air Act
CARB	California Air Resources Board
Caltrans	California Department of Transportation
CIP	Capital Improvement Program
CMA	Congestion Management Agency (State Designation)
CMP	Congestion Management Program (State)
CMS	Congestion Management System (Federal)
FCOG	Fresno Council of Governments
CTC	California Transportation Commission
DOT	Department of Transportation
EPA	Environmental Protection Agency
ER	Emergency Relief
FAA	Federal Aviation Administration
FAST	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FY	Fiscal Year
IIJA	Infrastructure Investment and Jobs Act (or BIL)
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
KCOG	Kern Council of Governments
KCAG	Kings County Association of Governments
MAP-21	Moving Ahead for Progress in the 21st Century Act
MCAG	Merced County Association of Governments
MCTC	Madera County Transportation Commission
MPO	Metropolitan Planning Organization (Federal Designation)
NAAQS	National Ambient Air Quality Standards
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency (State Designation)
StanCOG	Stanislaus Council of Governments
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users
SIP	State Implementation Plan
SJCOG	San Joaquin Council of Governments
SJVAPCD	San Joaquin Valley Air Pollution Control District
STP	Surface Transportation Program
TCAG	Tulare County Association of Governments
TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
TMA	Transportation Management Area (Federal Designation)
US DOT	United States Department of Transportation

PROJECT LISTING CODES

Fund Type

ATP	Active Transportation Program
BUILD	Better Utilizing Investments to Leverage Development
CMAQ	Congestion Mitigation & Air Quality (CMAQ) Improvement Program
CRP	Carbon Reduction Program
Demo	Demonstration funding from federal transportation legislation
ER	Emergency Repair Program
HBP	Highway Bridge Program
HSIP	Highway Safety Improvement Program
IIP	Interregional Improvement Program
Local	Local Agency Funds
LSSRP	Local Seismic Safety Retrofit Program
NCIIP	National Corridor Infrastructure Improvement Program
NH	National Highway System
NHFP	National Highway Freight Program
PNRS	Projects of National and Regional Significance
RAISE	Rebuilding America Infrastructure with Sustainability and Equity
RIP	Regional Improvement Program
RIP-STIP AC	Regional Improvement Program - State Transportation Improvement Program advance construction
RSTP	Regional Surface Transportation Program
SB 1	Senate Bill 1: Road Repair and Accountability Act of 2017
Sec 130	Railway Highway Crossing
Sec 5307	Federal Transit Administration Section 5307 Grant
Sec 5310	Federal Transit Administration Section 5310 Grant
Sec 5311	Federal Transit Administration Section 5311 Grant
Sec 5339	Federal Transit Administration Section 5339 Grant
SHOPP	State Highways Operations and Protection Program
SHOPP-AC	State Highways Operations and Protection Program advance construction
SRTS	Safe Routes to School (Federal)
State	State of California
STIP	State Transportation Improvement Program [includes Regional Improvement Program (RIP) and Interregional Improvement Program (IIP)]
STIP-AC	State Transportation Improvement Program advance construction
STP	Surface Transportation Program

Phase

PE	Preliminary Engineering/Development
RW	Right of Way Acquisition
CON	Construction

AIR QUALITY SCREENING CRITERIA: Air Quality Assessment

- 1.01 Safety - Railroad/highway crossing
- 1.02 Safety - Hazard Elimination Program
- 1.03 Safety - Safer non-Federal-aid system roads
- 1.04 Safety - Shoulder improvements
- 1.05 Safety - Increasing Sight Distances
- 1.06 Safety - Safety Improvement Program
- 1.07 Safety - Non signalization traffic control and operating
- 1.08 Safety - Railway/Highway crossing warning devices
- 1.09 Safety - Guardrails, median barriers, crash cushions
- 1.10 Safety - Pavement resurfacing and/or rehabilitation
- 1.11 Safety - Pavement marking demonstration
- 1.12 Safety - Emergency Relief (23 U.S.C. 125)
- 1.13 Safety - Fencing
- 1.14 Safety - Skid treatments
- 1.15 Safety - Safety roadside rest areas
- 1.16 Safety - Adding medians
- 1.17 Safety - Truck climbing lanes
- 1.18 Safety - Lighting improvements
- 1.19 Safety - Non capacity widening or bridge reconstruction
- 1.20 Safety - Emergency truck pullovers
- 2.01 Mass Transit - Transit operating assistance
- 2.02 Mass Transit - Purchase of support vehicles
- 2.03 Mass Transit - Rehabilitation of transit vehicles
- 2.04 Mass Transit - Purchase of equipment for existing facilities
- 2.05 Mass Transit - Purchase of vehicle operating equipment
- 2.06 Mass Transit - Power, signal, and communications system
- 2.07 Mass Transit - Construction of small passenger shelters
- 2.08 Mass Transit - Reconstruction of transit structures
- 2.09 Mass Transit - Track rehab in existing right of way
- 2.10 Mass Transit - Purchase new buses and rail cars to replace
- 2.11 Mass Transit - Const of new bus or rail storage/Maintenance Facility
- 3.01 Air Quality - Ridesharing and van-pooling program
- 3.02 Air Quality - Bicycle and pedestrian facilities
- 4.01 Other – Non-construction related activities
- 4.05 Other - Engineering studies
- 4.06 Other - Noise attenuation
- 4.07 Other - Advance land acquisitions
- 4.08 Other - Acquisition of scenic easements
- 4.09 Other - Plantings, landscaping, etc.
- 4.10 Other - Sign removal
- 4.11 Other - Directional and informational signs
- 4.12 Other - Transportation enhancement activities

Air Quality Screening Criteria continued

- 4.13 Other - Damage repair caused by unusual disasters
- 5.01 Other - Intersection channelization projects
- 5.02 Other - Intersection signalization projects
- 5.03 Other - Changes in vertical and horizontal alignment
- 5.04 Other - Interchange reconfiguration projects
- 5.05 Other - Truck size and weight inspection stations
- 5.06 Other - Bus terminals and transfer points
- 5.07 Other - Traffic signal synchronization projects

Source: California Transportation Improvement Program System (CTIPS)
EPA Table 2 & 3 - Exempt Category

APPENDIX D: Status of Projects

Annual Obligations FY 2024-2025



December 31, 2025

TO: Interested Persons

FROM: JAY SCHLOSSER,
EXECUTIVE DIRECTOR

By: Ceasar Valle
Regional Planner

SUBJECT: Federal Funds Obligated During 2024 – 2025

The Kern Council of Governments, as the Metropolitan Planning Organization and the Regional Transportation Planning Agency for the Kern County region, is required to make available an obligational authority report for the 2024-2025 Federal fiscal year. This report titled, “Annual Listing of Projects with Federal Funding for Federal Fiscal Year 2025,” contains a listing of projects within the Kern County region that have received an obligation of funds by Federal Highways Administration (FHWA) and Federal Transit Administration (FTA).

The public may review this document at the Kern Council of Governments and also on the web at www.kerncog.org/category/docs/ftip/ under “Federal Transportation Improvement Program.”

Should there be any questions, please contact Ceasar Valle at:

Address: Kern Council of Governments, 1401 19th Street, Suite 300, Bakersfield, California 93301

Phone: 661-635-2917

Fax: 661-324-8215

Email: cvalle@kerncog.org

Annual Listing of Projects with Federal Funding for Federal Fiscal Year 2025



**Kern Council
of Governments**

December 2025

1401 19th Street, Suite 300

Bakersfield, CA 93301

Phone: 661.635.2900

Fax: 661.324.8215

Website: www.kerncog.org

Purpose

Federal law, Title 23 CFR §450.334, requires that Kern Council of Governments publish an annual listing of projects for which funds have been obligated in the preceding year including a listing of pedestrian and bicycle projects.

“(b) The listing shall be prepared in accordance with §450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under §450.326(g)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.”

This report is published in response to the above requirement by listing all federally funded transportation projects in the Kern County region that were obligated during federal fiscal year 2025. Obligation refers to the federal government’s commitment to pay or reimburse the lead agency for the federal share of a project’s cost. Obligation does not indicate expenditure or project completion; only that the project has been approved for federal reimbursement. Programmed project costs can be found in the corresponding Federal Transportation Improvement Program and Regional Transportation Plan.

Background

The Kern Council of Governments (Kern COG) is the regional planning agency as well as the technical and informational resource, and rideshare administrator for the area’s 11 incorporated cities and the County of Kern. Following Board direction, staff coordinates between local, state, and federal agencies to avoid overlap or duplication of programs. Kern COG fosters intergovernmental communication and coordination, undertakes comprehensive regional planning with an emphasis on transportation, provides for citizen involvement in the planning process and supplies technical services to its member governments. In all these areas Kern COG serves as a consensus builder to develop an acceptable approach on how to handle problems that do not respect political boundaries.

Who are the members, their representatives, and how do they vote?

The Board of Directors is a governing body that addresses multi-jurisdictional planning concerns, funding priorities, as well as federal, state, and local comprehensive planning requirements. The Transportation Planning Policy Committee, staff from their agencies that comprise the Transportation Technical Advisory Committee, and citizen and interest groups assist the Board in making decisions.

Kern COG’s member agencies are represented by a member of the city council of each of the eleven incorporated cities and two members of the Kern County Board of Supervisors. Golden Empire Transit District, California State Department of Transportation (Caltrans), and Military Joint Planning Policy Board are ex-officio members.

Kern Council of Governments Board of Directors

Chairman: Bob Smith
Vice Chairman: David Couch
Secretary/ Interim Executive Director: Jay Schlosser

City of Arvin
Olivia Calderon

City of California City
Marquette Hawkins

City of Maricopa
Cory Morse

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Dave Noerr

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County of Kern
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City of Bakersfield
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Saul Ayon

City of Shafter
Pete Espinoza

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County of Kern
Chris Parlier

Ex-officio Members

Military Joint Planning Policy Board
Malcolm Warney

Caltrans District 6
Shane Gunn

Golden Empire Transit District
Cindy Parra

Caltrans District 9
Catherine Carr

The Regional Transportation Plan

The Regional Transportation Plan (RTP) is a long-range (minimum 20-year) plan that provides a blueprint for future transportation improvements and investments based on specific transportation goals, objectives, policies and strategies. The RTP is based on federal transportation law requiring comprehensive, cooperative, and continuous transportation planning. Kern COG meets these requirements by developing comprehensive transportation plans that include all surface transportation modes (multi-modal planning), to ensure efficient people and goods movement throughout the region.

The purpose of the RTP is to provide strategic direction for transportation capital investments by assessing regional growth and economic trends. Thus, the RTP helps planners link transportation investments to provide a cohesive, balanced and multimodal transportation system.

The Federal Transportation Improvement Program

As the designated metropolitan planning organization for the region, Kern COG prepares and maintains the Federal Transportation Improvement Program (FTIP). The program includes a listing of all transportation-related projects requiring federal funding or other approval by the federal transportation agencies. The FTIP also lists non-federal, regionally significant projects for information and air quality modeling purposes.

Projects included in the FTIP are consistent with Kern COG's Regional Transportation Plan and are part of the area's overall strategy for providing mobility, congestion relief and reduction of transportation-related air pollution in support of efforts to attain federal air quality standards for the region.

Public Involvement

Kern COG aims to proactively engage the public in the regional transportation planning process and embrace federal requirements that metropolitan transportation organizations provide the public with complete information, timely public notice, full public access to key decisions, and early and continuing involvement in developing the transportation improvement program, regional transportation plan, and other products.

Annual Listing of Projects with Federal Funding for Federal Fiscal Year 2025

Federal law requires Kern COG to publish for public review an annual listing of projects for which federal funds have been obligated in the preceding year, as a record of project delivery and a progress report for public information and disclosure.

This report includes funding types administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Projects are listed by *Lead Agency*, *FTIP Program*, *Federal ID* and *Kern COG ID*. The *Kern COG ID* number is a unique project identifier used in the Federal Transportation Improvement Program; the category *Total Dollar Amount in FTIP* is included for reference of total project funding. Multiple *Federal IDs* can correspond with one *Kern COG ID*. Project phases are: PE for preliminary engineering; RW for right of way; CON for construction (includes infrastructure and non-infrastructure). Note this list includes only federal funds obligated; no state or local funds are reported. The information contained in this report was provided by the California Department of Transportation.

This report indicates that approximately \$214.7 million in federal funds were obligated for transportation projects in the region between October 1, 2024 and September 30, 2025.

The obligated federal funding consisted of approximately \$30.6 million of Federal Highway Administration (FHWA) funds for bicycle/pedestrian facilities; 8 projects had bicycle/pedestrian components. \$13 million of Federal Transit Administration (FTA) funds were obligated for transit projects and \$2.2 million was transferred from FHWA to FTA for a transit project.

Net Obligations for State and Local Federal-aid Highway Projects - Federal Fiscal Year 2025

Lead Agency	FTIP Program	Funding Type	Federal ID	Agency ID	Location	Work Description	Date of Obligation	Federal Funds Obligated	Phase	Total Dollar Amount in FTIP	Total Project Funds Remaining	Bicycle/ Pedestrian Related Projects
Bakersfield	HBP	BHLSZ	5109(166)	KER060601	BRIDGES 50C0021 L & R MANOR STREET BRIDGES NB & SB OVER THE KERN RIVER	SEISMIC RETROFIT AND BRIDGE REHABILITATION	6/25/2025	\$ 6,110,583.62	CON	\$ 6,902,275.00	0	
Bakersfield	NCIIP	NCIPL	5109(200)	KER120103	24TH/23RD STREETS (SR178) FROM 0.1 MI WEST OF SR99 (W/O KERN RIVER BR.) TO 0.2 MI EAST OF "M" STREET	ROADWAY WIDENING AND INTERSECTION IMPROVEMENTS	4/8/2025	\$ (0.01)	CON	\$ (0.01)	0	
Bakersfield	CMAQ	CML	5109(259)	KER180507	HOSKING AVE. FROM STINE RD. TO H ST.; AKERS RD. FROM HOSKING AVE. TO PANAMA LN.; BRUNDAGE LN. FROM H ST. TO P ST.	WORK INVOLVES INSTALLATION OF FIBER OPTIC CABLES, CONDUITS, CONTROLLER, TRAFFIC MONITORING EQUIPMENT, AND ALL NECESSARY EQUIPMENT TO SYNCHRONIZE TRAFFIC SIGNALS ALONG HOSKING AVENUE, AKERS ROAD, AND BRUNDAGE LANE.	2/6/2025	\$ (293,547.16)	CON	\$ (293,547.16)	0	
Bakersfield	CMAQ	CML	5109(260)	KER180507	ROSEDALE HWY BETWEEN VERDUGO LN AND JET WAY AND BRIMHALL RD BETWEEN CALLOWAY DR. AND JEWETTA AVE	INTERCONNECT SIGNALS	4/28/2025	\$ (220,173.58)	CON	\$ (220,173.58)	0	
Bakersfield	CMAQ	CML	5109(261)	KER200507	STOCKDALE RANCH DR. TO KERN RIVER BIKE PATH SOUTH OF STOCKDALE HWY CROSSING KERN RIVER	CONSTRUCT MULTI-USE PATH 12-FOOT MULTI-USE PATH. PEDESTRIAN AND BIKE PATH.	10/28/2024	\$ (0.01)	CON	\$ (0.01)	0	
Bakersfield	RSTP	STPL	5109(262)	KER180403	NEW STINE RD. FROM MING AVE TO STOCKDALE HWY	ROAD REHABILITATION, INSTALL LOOP DETECTORS, CURB RAMPS, STRIPING AND MARKING	10/23/2024	\$ (600,861.60)	CON	\$ (600,861.60)	0	
Bakersfield	RSTP	STPL	5109(263)	KER180403	SOUTH H ST. FROM PANAMA LN TO PACHECO RD	ROAD REHABILITATION, DETECTOR LOOPS, ACCESS RAMPS, MARKINGS, AND STRIPING	11/6/2024	\$ (730,540.07)	CON	\$ (730,540.07)	0	
Bakersfield	RSTP	STBHIPL	5109(270)	KER180403	BAKERSFIELD: CALIFORNIA AVE FROM UNION AVE TO WASHINGTON STREET	PAVEMENT REHABILITATION	12/23/2024	\$ (1,041,977.56)	CON	\$ (1,041,977.56)	0	
Bakersfield	CMAQ	CML	5109(281)	KER180507	MT. VERNON AVENUE FROM BERNARD STREET TO PANORAMA DRIVE	INSTALL ADAPTIVE SIGNAL COORDINATION	2/4/2025	\$ 293,547.16	CON	\$ 331,580.62	0	
Bakersfield	ATP CMAQ	ATPCML	5109(295)	KER231003	IN BAKERSFIELD: ON H ST BETWEEN SR 204 AND SR 58	CONSTRUCT CURB CUTS, ADA RAMPS, HIGH-VISIBILITY CROSSWALKS, ADVANCED STOP AND TURN LINE MARKINGS, AND PEDESTRIAN FRIENDLY STREETSCAPING.	8/28/2025	\$ 13,746,158.00	CON	\$ 17,618,167.00	0	1
Bakersfield	CRP	CRPL	5109(296)	KER180507	MING AVE FROM HWY 99 RAMP TO P ST	INSTALLATION OF ADAPTIVE SIGNAL COORDINATION	7/2/2025	\$ 513,118.00	CON	\$ 579,598.00	0	
Bakersfield	CRP	CRPL	5109(297)	KER180507	BAKERSFIELD - PANAMA LANE AND SPARKS STREET; AND PANAMA LANE FROM PARSONS WAY TO COTTONWOOD ROAD	INSTALLATION OF A NEW SIGNAL; AND INSTALLATION OF ADAPTIVE SIGNAL COORDINATION.	8/20/2025	\$ 1,072,806.00	CON	\$ 1,211,800.00	0	
Bakersfield	RSTP	STPL	5109(300)	KER180403	CALIFORNIA AVENUE FROM STOCKDALE HIGHWAY TO REAL ROAD	PAVEMENT REHABILITATION, STRIPING & MARKINGS, BIKE LANES, LOOP DETECTORS, ADA RAMPS, CURBS & GUTTERS, MANHOLES	5/8/2025 7/18/2025	\$ 5,993,055.00	CON	\$ 6,769,520.00	0	1
Bakersfield	RSTP	STPL	5109(301)	KER180403	MING AVE FROM BUENA VISTA RD TO GOSFORD RD	PAVEMENT REHABILITATION, STRIPING & MARKINGS, BIKE LANES, LOOP DETECTORS, C&G, RAMPS, MANHOLES	5/8/2025 7/2/2025	\$ 5,001,945.00	CON	\$ 5,650,000.00	0	1
Bakersfield	CMAQ	CML	5109(303)	KER240505	BAKERSFIELD: ALONG 18TH & 19TH ST FROM L ST TO O ST	CONSTRUCTION CURB EXTENSIONS & CUTS, HIGH-VISIBILITY CROSSWALKS, STRIPING, INSTALL CLASS II BIKE LANES	9/2/2025	\$ 2,205,210.00	CON	\$ 2,490,919.00	0	1
Bakersfield	STIP	RIP	X029(153)	KER230101	CENTENNIAL CORRIDOR EB58 TO NB99 LOOP CONNECTOR DESCRIPTION: IN THE CITY OF BAKERSFIELD - FROM THE EASTBOUND STATE ROUTE 58 FREEWAY TO EXISTING NORTHBOUND STATE ROUTE 99	AT THE SR58/SR99 INTERCHANGE, CONSTRUCT A NEW CONNECTOR STARTING WEST OF STATE ROUTE 99, ON THE SOUTH SIDE OF ROUTE 58 WITH A BRIDGE SPANNING OVER ROUTE 99 BETWEEN POSTMILE T52.2/R 52.40, AND CONNECTING TO NORTHBOUND STATE ROUTE 99 BETWEEN POSTMILE 23.2/23.7.	8/18/2025	\$ 24,723,700.00	CON	\$ 28,500,000.00	0	
Bakersfield	COVID21	ACNH	X029(152)	KER020604	IN BAKERSFIELD NEAR THE STATE ROUTE 99 AND 204 INTERCHANGE	EXTEND HAGEMAN ROAD EASTERLY ACROSS STATE ROUTE 99 AND CONNECT WITH STATE ROUTE 204.	9/10/2025	\$ (2,683,708.14)	RW	\$ (2,683,708.14)	0	
California City	RSTP	STPL	5399(030)	KER180403	IN THE CITY OF CALIFORNIA CITY: ON HACIENDA BLVD. FROM CALIFORNIA CITY BLVD. TO EUCALYPTUS AVE.	PAVEMENT REHABILITATION	10/30/2024	\$ (224.82)	CON	\$ (224.82)	0	

Net Obligations for State and Local Federal-aid Highway Projects - Federal Fiscal Year 2025

Lead Agency	FTIP Program	Funding Type	Federal ID	Agency ID	Location	Work Description	Date of Obligation	Federal Funds Obligated	Phase	Total Dollar Amount in FTIP	Total Project Funds Remaining	Bicycle/ Pedestrian Related Projects
California City	RSTP	STPL	5399(033)	KER180403	IN THE CITY OF CALIFORNIA CITY: ON HACIENDA BLVD. FROM MANZANITA AVE. TO REDWOOD BLVD.	PAVEMENT REHABILITATION, INSTALL CURB & GUTTERS, SIDEWALKS AND ADA CURB RAMPS	12/2/2024	\$ 108,000.00	CON	\$ 108,000.00	0	1
California City	RSTP	STPL	5399(035)	KER180403	CALIFORNIA CITY BLVD. FROM HACIENDA BLVD. TO 94TH ST., IN THE CITY OF CALIFORNIA CITY	PAVEMENT REHABILITATION	4/29/2025	\$ 38,776.00	PE	\$ 43,800.00	0	
Delano	RSTP	STPL	5227(070)	KER180403	20TH AVENUE BETWEEN GIRARD STREET AND NORWALK STREET; AND NORWALK STREET BETWEEN COUNTY LINE ROAD AND 14TH AVENUE	PAVEMENT RESURFACING AND ROAD REHABILITATION.	5/5/2025	\$ (19,237.94)	CON	\$ (19,237.94)	0	
Delano	RSTP	STPL	5227(073)	KER180403	6TH AVE (BETWEEN RANDOLPH ST AND HIGH ST) AND 9TH AVE (BETWEEN RANDOLPH ST AND HIGH ST)	PAVEMENT RESURFACING AND ROAD REHABILITATION	2/7/2025	\$ 678,169.00	CON	\$ 766,035.00	0	
Delano	RSTP	STPL	5227(074)	KER180403	COUNTYLINE RD (BETWEEN HIETT AVE AND SR 99) AND GARCES HWY (BETWEEN HIETT AVE AND SR 99)	PAVEMENT RESURFACING AND REHABILITATION INCLUDING 1-1/2 INCH GRINDING OF EXISTING ASPHALT SURFACES, 1-1/2 INCH HOT MIX ASPHALT OVERLAY, 6' DEEP PATCH, AND RE-STRIPING ROAD CENTERLINE AND INSTALLATION OF ADA COMPLIANT CURB RAMP.	5/29/2025	\$ 721,659.00	CON	\$ 815,158.00	0	
Delano	FTA	Section 5307		KER180801	IN DELANO FTA GRANT 7236-2025-1	OPERATING ASSISTANCE FY 2025-26	9/30/2025	\$ 1,960,969.00	CON	\$ 1,960,969.00	0	
Golden Empire Transit	CMAQ	FTACML	6013(025)	KER240506	IN BAKERSFIELD FTA GRANT 1695-2025-2	PURCHASE 2 HYDROGEN FUEL CELL REPLACEMENT BUSES	7/15/25	\$ 2,248,662.00	CON	\$ 2,540,000.00	0	
Golden Empire Transit	FTA	Section 5307		KER250801	IN BAKERSFIELD FTA GRANT 1695-2025-4	PREVENTIVE MAINTENANCE FY 2025-26	9/30/2025	\$ 8,200,000.00	CON	\$ 10,250,000.00	0	
Kern Council of Governments	CMAQ	CMLNI	6087(082)	KER240501	KERN COUNTY COMMUTEKERN RIDESHARE PROGRAM	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.	2/11/2025	\$ 314,780.00	CON	\$ 355,563.00	0	
Kern Council of Governments	RSTP	STPLNI	6087(083)	KER240401	THROUGHOUT KERN COUNTY REGIONAL TRAFFIC COUNT PROGRAM	NON-INFRASTRUCTURE PROJECT THAT CONSISTS OF MOTORIZED AND NON-MOTORIZED TRAFFIC COUNTS.	2/11/2025	\$ 79,677.00	CON	\$ 90,000.00	0	
Kern County	CMAQ	CML	5950(486)	KER180507	SCOFIELD AVE FROM LERDO HIGHWAY TO WASCO CITY LIMIT	PAVING HOT MIX ASPHALT, PAVE EXISTING SHOULDERS, PAINTING TRAFFIC STRIPES AND PAVEMENT MARKINGS.	10/28/2024	\$ (0.01)	CON	\$ (0.01)	0	
Kern County	ATP	ATPL	5950(495)	KER161010	SOUTH SIDE OF VARSITY ROAD FROM MAHIN DRIVE WEST TO CAMPUS DRIVE EAST	THE PROJECT INCLUDES THE INSTALLATION OF SHOULDERS, CROSSWALKS, SCHOOL ZONE PAVEMENT MARKINGS, BIKE LANES, STREET LIGHTS, ADA COMPLIANT CURB RAMPS, CURB AND GUTTER, AND SIDEWALK IMPROVEMENTS. (TC)	10/31/2024	\$ (78,754.06)	CON	\$ (78,754.06)	0	
Kern County	CMAQ	CML	5950(511)	KER180507	ROSEDALE HIGHWAY BETWEEN SR-43 AND HEATH ROAD	SURFACE 4 MILES OF DIRT SHOULDERS	10/21/2024	\$ (422,576.04)	CON	\$ (422,576.04)	0	
Kern County	RSTP	STPL	5950(512)	R180403/KER2204	BUENA VISTA BLVD FROM SOUTH FAIRFAX RD TO MAIN ST; BUENA VISTA BLVD FROM SOUTH VINELAND RD TO SOUTH EDISON RD.	ROAD REHABILITATION.	12/20/2024	\$ (755,545.26)	CON	\$ (755,545.26)	0	
Kern County	RSTP	STPL	5950(513)	KER180403	SOUTH EDISON ROAD FROM DI GIORGIO RD TO HERMOSA RD	ROAD REHABILITATION	11/4/2024	\$ (669,905.86)	CON	\$ (669,905.86)	0	
Kern County	DEMO	CPFCDSL	5950(518)	KER231002	MT VERNON AVE FROM BRUNDAGE TO E. CALIFORNIA AVE AND POTOMAC AVE FROM BAKERSFIELD CITY LIMIT TO OSWELL ST	CONSTRUCT APPROXIMATELY 2 MILES OF SIDEWALK WHERE GAPS EXIST ON MT VERNON AVENUE AND POTOMAC AVE FOR ADA COMPLIANCE INCLUDING A MEDIAN REDUCTION, CROSSWALK, STRIPING AND SIGNAGE IMPROVEMENTS.	6/26/2025	\$ 3,400,000.00	CON	\$ 3,840,507.00	0	1

Net Obligations for State and Local Federal-aid Highway Projects - Federal Fiscal Year 2025

Lead Agency	FTIP Program	Funding Type	Federal ID	Agency ID	Location	Work Description	Date of Obligation	Federal Funds Obligated	Phase	Total Dollar Amount in FTIP	Total Project Funds Remaining	Bicycle/ Pedestrian Related Projects
Kern County	CMAQ	CML	5961(016)	KER200506	TEHACHAPI: CUMMINGS VALLEY ROAD AT BEAR VALLEY ROAD	CONSTRUCT A ROUNDABOUT, HIGH VISIBILITY CROSSWALKS, STREET LIGHTING, AND ANCILLARY FACILITIES AT THE CUMMINGS VALLEY ROAD AND BEAR VALLEY ROAD INTERSECTION.	10/23/2024	\$ (572,929.00)	PE	\$ (572,929.00)	0	
Kern County	CMAQ	CML	5961(017)	KER180507	BACKES LANE (BETWEEN HIGHLINE ROAD AND SCHOUT ROAD); SCHOUT ROAD (BETWEEN BACKES LANE AND WOODFORD TEHACHAPI ROAD); WOODFORD TEHACHAPI ROAD (BETWEEN SCHOUT ROAD AND STATE ROUTE 202)	CONSTRUCTION OF UP TO 8-FOOT-WIDE NEW ASPHALT CONCRETE SHOULDERS AND BIKE LANE	10/21/2024	\$ (267,101.98)	CON	\$ (267,101.98)	0	
Kern County	RSTP	STPL	5961(019)	KER180403	ROSAMOND BLVD FROM STEVENSON ST TO SR 14	1.35 MILES OF ROAD REHABILITATION ROAD REHABILITATION	2/26/2025 5/7/2025	\$ 755,545.26	CON	\$ 755,545.26	0	
Kern County	FTA	Section 5339 (b)		KER230817	IN BAKERSFIELD FTA GRANT 1622-2025-1	PURCHASE 15 REPLACEMENT 25 FT GASOLINE CUTAWAY BUSES	9/30/2025	\$ 2,932,500.00	CON	\$ 3,665,625.00	0	
McFarland	RSTP	STPL	5343(017)	KER200404	2ND STREET FROM HARLOW AVE TO CALIFORNIA AVE	LANDSCAPE AND PEDESTRIAN IMPROVEMENTS	3/5/2025	\$ (9,145.70)	CON	\$ (9,145.70)	0	
McFarland	RSTP	STPL	5343(021)	KER180403	MCFARLAND: W. KERN AVE FROM 3RD ST TO 5TH ST	PAVEMENT REHABILITATION	3/19/2025	\$ 429,686.00	CON	\$ 485,356.00	0	
Ridgecrest	RSTP	STPL	5385(077)	KER240403	CITY OF RIDGECREST ON S MAHAN STREET BETWEEN W BOWMAN ROAD AND W DOLPHIN AVE	RECONSTRUCTION OF STREET AND INSTALLATION OF DRAINAGE FACILITIES (CURB AND GUTTER) ALONG SINGLE LANE ROADWAY, WITH VARIOUS IMPROVEMENTS AND NUMEROUS UNIMPROVED LOCATIONS.	6/24/2025	\$ 1,671,130.00	CON	\$ 1,887,643.00	0	
State	SHOPP	SHOPP	0054(204)	KER180205	ON STATE ROUTE: 5. IN KERN COUNTY NEAR KETTLEMEN CITY FROM 0.6 MILE SOUTH OF TWISSELMAN ROAD OVERCROSSING TO 0.3 MILE NORTH OF KERN/KINGS COUNTY LINE	REHABILITATE AND CONSTRUCT NEW CONCRETE PAVEMENT AND ASPHALT CONCRETE SHOULDER. INSTALL TRAFFIC MONITORING STATIONS.	12/12/2024	\$ 284,488.77	CON	\$ 284,488.77	0	
State	SHOPP	SHOPP	0054(205)	KER210202	ON STATE ROUTE: 5. NEAR BUTTONWILLOW FROM 2.2 MILES NORTH OF STOCKDALE HIGHWAY OVERCROSSING TO ROUTE 58	CONSTRUCT MEDIAN BARRIER	7/9/2025 6/12/2025	\$ (339,813.22)	CON	\$ (339,813.22)	0	
State	SHOPP	SHOPP	0054(206)	KER210205	ON STATE ROUTE: 5. IN AND NEAR LEBEC FROM LOS ANGELES COUNTY LINE TO GRAPEVINE CREEK	NORTHBOUND ONLY PAVEMENT REHABILITATION (2R)	12/12/2024	\$ 22,371,400.00	CON	\$ 22,371,400.00	0	
State	SHOPP	SHOPP	0054(207)	KER210205	ON STATE ROUTE: 5. FROM END OF GRAPEVINE UC BRIDGE TO END OF ROUTE 5/99 SEPERATION BRIDGE	REHABILITATE PAVEMENT, REPLACE SIGNS, INSTALL TRANSPORTATION MANAGEMENT SYSTEM (TMS) ELEMENTS, AND REHABILITATE DRAINAGE SYSTEMS.	3/5/2025	\$ 23,948,881.70	CON	\$ 23,948,881.70	0	
State	ER	ER	15K3(001)		ON STATE ROUTE: 58. KERN COUNTY, STATE ROUTE 58 PM 0.0-6.0	TRAFFIC CONTROL, TREE REMOVAL, DEBRIS REMOVAL, AC PAVEMENT REPAIRS, HMA DIKE REPAIRS, GEOGRID, AND RSP CONSTRUCTION.	6/16/2025	\$ 680,923.90	CON	\$ 680,923.90	0	
State	ER	ER	40R0(001)		CITY OF RIDGECREST MISC STREETS IN RIDGECREST, MAHAN, DOWNS, CHINA LAKE, COLLEGE HEIGHTS, SUNLAND, GATEWAY, ETC.	CRACK SEAL	10/21/2024	\$ (19,977.00)	PE	\$ (19,977.00)	0	
State	RAISE	RAISE	6206(037)	KER220101	ON STATE ROUTE: 46. IN KERN COUNTY, CALIFORNIA. SR 46 IN THE CITY OF WASCO FROM F STREET TO J STREET	THE PROJECT WILL EXPAND APPROXIMATELY 0.4 MILES OF STATE ROUTE (SR) 46 TO A FOUR-LANE CROSS SECTION WITH APPROXIMATELY 16-FOOT 6-INCH CLEARANCE UNDER THE BNSF RAILROAD AND CALIFORNIA HIGH-SPEED RAIL AND RECONSTRUCT THE SR 46-SR43/J STREET INTERSECTION TO A SINGLE-LANE ROUNDABOUT. THE PROJECT ALSO INCLUDES ADA ACCESSIBILITY IMPROVEMENT, SUCH AS CURB RAMPS, STORMWATER IMPROVEMENTS, AND CONSTRUCTION OF A UTILITY CORRIDOR SOUTH OF SR 46 TO REMOVE CONFLICTING UTILITIES.	3/28/2025	\$ 24,000,000.00	CON	\$ 84,100,000.00	0	

Net Obligations for State and Local Federal-aid Highway Projects - Federal Fiscal Year 2025

Lead Agency	FTIP Program	Funding Type	Federal ID	Agency ID	Location	Work Description	Date of Obligation	Federal Funds Obligated	Phase	Total Dollar Amount in FTIP	Total Project Funds Remaining	Bicycle/ Pedestrian Related Projects
State	SHOPP	SHOPP	P058(128)	KER160205	ON STATE ROUTE: 58. KERN COUNTY IN BAKERSFIELD FROM RTE 58/99 SEPARATION TO COTTONWOOD ROAD UNDERCROSSING	REPLACE LANES AND SHOULDERS WITH CONTINUOUSLY REINFORCED CONCRETE (TC)	3/24/2025 10/31/2024	\$ (2,684,293.18)	CON	\$ (2,684,293.18)	0	
State	SHOPP	SHOPP	P058(132)	KER210205	ON STATE ROUTE: 58. NEAR EDISON FROM 0.2 MI WEST OF TEJON HIGHWAY OVERCROSSING TO CALIENTE CREEK (WESTBOUND ONLY)	PAVEMENT REHABILITATION (2R)	12/12/2024 3/28/2025	\$ 11,932,802.00	CON	\$ 11,932,802.00	0	
State	SHOPP	Minor	P058(133)	KER210207	ON STATE ROUTE: 58. KERN COUNTY AT VARIOUS LOCATIONS ON SR 58 FROM ROUTE 202/58 SEPARATION TO ROUTE 14/ROUTE 58 SEPARATION	REPLACE MEDIAN SAFETY DEVICES	7/29/2025 8/28/2025	\$ 230,577.71	CON	\$ 2,000,000.00	0	
State	SHOPP	Minor	P058(134)	KER210207	ON STATE ROUTE: 58. IN KERN COUNTY AT VARIOUS LOCATIONS FROM BUSINESS ROUTE 58 OVERCROSSING TO BORON AVENUE OVERCROSSING	REPLACE SAFETY DEVICES (NEW/UPGRADE GUARDRAIL).	8/11/2025	\$ 1,009,000.00	CON	\$ 1,300,000.00	0	
State	STIP	RIP	P099(692)	KER230101	IN BAKERSFIELD AT THE STATE ROUTE 58 AND 99 INTERCHANGE	CONSTRUCT FREEWAY TO FREEWAY CONNECTOR.	8/18/2025	\$ 1,673,217.00	PE	\$ 6,300,000.00	0	
State	SHOPP	SHOPP	S033(094)	KER210205	ON STATE ROUTE: 33. NEAR MCKITTRICK, FROM SOUTH OF LOKERN ROAD TO 0.9 MILE SOUTH OF ROUTE 46	REHABILITATE PAVEMENT, WIDEN SHOULDERS, REPLACE SIGNS, INSTALL RUMBLE STRIPS, INSTALL TRANSPORTATION MANAGEMENT SYSTEM (TMS) ELEMENTS, AND REHABILITATE DRAINAGE SYSTEMS.	8/7/2025	\$ 33,479,400.00	CON	\$ 33,479,400.00	0	
State	SHOPP	SHOPP	S119(020)	KER210205	IN KERN COUNTY NEAR PUMPKIN CENTER FROM ASHE ROAD TO MIDPOINT ROUTE 119/99 SEPARATION BRIDGE	ROADWAY REHABILITATION (3R)	8/18/2025	\$ 1,299,915.56	RW	\$ 1,299,915.56	0	
State	SHOPP	SHOPP	S119(021)	KER210202	ON STATE ROUTE: 119. KERN COUNTY IN TAFT FROM 0.1 MILE NORTH OF GARDNER FIELD ROAD TO 0.5 MILE SOUTH OF ASH STREET	LEFT-TURN CHANNELIZATION	3/14/2025 6/12/2025	\$ (88,796.22)	PE	\$ (88,796.22)	0	
State	SHOPP	SHOPP	S166(003)	KER210205	ON STATE ROUTE: 166. NEAR MARICOPA FROM NORTH JCT ROUTE 33 TO CAPELLO STREET	PAVEMENT PRESERVATION (MULTI-ASSET CAPM)	12/17/2024 7/22/2025	\$ 13,758,300.00	CON	\$ 13,758,300.00	0	
State	SHOPP	SHOPP	S202(006)	KER210202	ON STATE ROUTE: 202. IN KERN COUNTY NEAR TEHACHAPI FROM 0.2 MILE WEST OF CUMMINGS VALLEY ROAD EAST TO 0.3 MILE EAST OF CUMMINGS VALLEY ROAD EAST	CONSTRUCT A LEFT-TURN LANE	6/26/2025	\$ (533,747.76)	CON	\$ (533,747.76)	0	
State	SHOPP	SHOPP	S223(013)	KER210205	ON STATE ROUTE: 223. KERN COUNTY NEAR BAKERSFIELD FROM ROUTE 223/5 SEPARATION TO 0.1 MILES WEST OF ROUTE 223/99 SEPARATION	REHABILITATE PAVEMENT, UPGRADE GUARDRAILS, SIGN PANELS, AND TMS ELEMENTS, ENHANCE HIGHWAY WORKER SAFETY, IMPLEMENT BMPS.	9/9/2025	\$ 9,067,393.46	CON	\$ 9,067,393.46	0	
State	SHOPP	SHOPP	X029(148)	KER180205	ON STATE ROUTE: 43, 119. IN KERN COUNTY NEAR BAKERSFIELD ON ROUTE 43 FROM ROUTE 119 TO 0.1 MILE NORTH OF ROUTE 58-MCKITTRICK HIGHWAY AND ON STATE ROUTE 119 FROM ROUTE 43 TO ROUTE 5/119 SEPARATION	PAVEMENT PRESERVATION (CAPM)	1/6/2025	\$ (14,120.53)	CON	\$ (14,120.53)	0	
State	SHOPP	SHOPP	X029(149)	KER180202	ON STATE ROUTE: 178, 223. IN KERN COUNTY NEAR BAKERSFIELD ON ROUTE 178 FROM 0.2 MILE EAST OF MIRAMONTE DRIVE TO KESLO VALLEY ROAD AND ON ROUTE 223 FROM VINELAND ROAD TO COMANCHE DRIVE	CONSTRUCT CENTERLINE AND SHOULDER RUMBLE STRIPS.	2/4/2025 3/14/2025 6/12/2025	\$ (714,117.30)	CON	\$ (714,117.30)	0	
Tehachapi	RSTP	STPL	5184(044)	KER180403	CAPITAL HILLS PKWY FROM HWY58 TO CHALLENGER; MAGELLAN FROM ATHENS TO ZURICH; CHALLENGER FROM ATHENS TO ZURICH; ATHENS FROM VOYAGER TO CHALLENGER; VOYAGER FROM ATHENS TO CAPITAL HILLS	PERFORM ASPHALT AND UPGRADE REPAIRS TO APPROXIMATELY 1.7 MILES OF AC PAVEMENT BY GRINDING, PATCHING, RESURFACING AND SLURRY SEAL COATING AS WELL AS CONCRETE REPAIR TO UTILITY COLLARS, CURB AND GUTTER AND STORM DRAIN INLETS THROUGHOUT THE CAPITAL HILLS AREA.	11/27/2024	\$ 111,799.00	CON	\$ 111,799.00	0	
Tehachapi	RSTP	STPL	5184(045)	KER180403	IN TEHACHAPI: VALLEY BLVD FROM BEECH ST TO TUCKER RD	REHABILITATE APPROX. 0.5 MILES OF ASPHALT CONCRETE PAVEMENT BY GRINDING APPROX. 2" AND OVERLAYING WITH NEW ASPHALT AND APPLY FOG SEAL.	6/24/2025	\$ 452,388.00	CON	\$ 511,000.00	0	
Wasco	CMAQ	CML	5287(058)	KER180507	NORTH PALM AVE BETWEEN MARGALO ST AND GROMER AVE	PAVE SHOULDERS, CONSTRUCT BICYCLE AND PEDESTRIAN FACILITIES	5/8/2025	\$ (56,317.02)	CON	\$ (56,317.02)	0	

Net Obligations for State and Local Federal-aid Highway Projects - Federal Fiscal Year 2025

Lead Agency	FTIP Program	Funding Type	Federal ID	Agency ID	Location	Work Description	Date of Obligation	Federal Funds Obligated	Phase	Total Dollar Amount in FTIP	Total Project Funds Remaining	Bicycle/ Pedestrian Related Projects
Wasco	RSTP	STPHIPL	5287(059)	KER180403	PALM AVE FROM JACKSON AVE TO GROMER AVE AT VARIOUS LOCATIONS	PAVEMENT REHABILITATION	5/8/2025	\$ (174,013.80)	CON	\$ (174,013.80)	0	
Wasco	CMAQ	CML	5287(067)	KER180507	EB FILBURN AVE B/W CENTRAL AVE AND PALM ST	PEDESTRIAN AND BIKE PATH SHOULDER DUST SUPPRESSION, PROVIDE FULL PAVEMENT WIDTH,CURB, GUTTER, RAMPS.	2/11/2025	\$ 106,236.00	PE	\$ 120,000.00	0	1
Wasco	CMAQ	CML	5287(068)	KER180507	EB FILBURN AVE B/W GRIFFITH AVE AND G ST	PEDESTRIAN AND BIKE PATH SHOULDER DUST SUPPRESSION, PROVIDE FULL PAVEMENT WIDTH, ADA RAMPS, SIDEWALK	2/11/2025	\$ 106,236.00	PE	\$ 120,000.00	0	1

APPENDIX E: Projects Exempt from Air Quality Conformity Finding

Transportation Project Listing - Exempt Projects						
Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exemption Code (per CTIPS)	Air Basins
Arvin	KER220803	20400000968	IN ARVIN: PURCHASE OF A REPLACEMENT 35 FT ELECTRIC BUS AND A REPLACEMENT BATTERY-ELECTRIC 26 FT DIAL-A-RIDE BUS, CONSTRUCT SOLAR MICROGRID WITH BATTERY BACKUP CHARGING INFRASTRUCTURE, WORKFORCE DEVELOPMENT	\$3,653,187	2.10	San Joaquin
Arvin	KER260402	20400001039	ARVIN: STOCKTON AVE FROM FRANKLIN ST TO FALLBROOK AVE; 0.25 MILES OF ROAD RECONSTRUCTION	\$896,701	1.10	San Joaquin
Arvin	KER260403	20400001040	ARVIN: NORTH A ST FROM BEAR MOUNTAIN BLVD TO 5TH AVE; 0.25 MILES OF ROAD RECONSTRUCTION	\$922,739	1.10	San Joaquin
Arvin	KER260502	20400001049	ARVIN: 4TH AVE FROM N. DERBY ST TO N. A ST; CONSTRUCT ASPHALT PAVED SHOULDERS, SIDEWALKS, CURB AND GUTTER, CURB RAMPS, DRIVE APPROACHES, AND OTHER RELATED IMPROVEMENTS	\$659,452	1.04	San Joaquin
Arvin	KER260503	20400001050	ARVIN: ARVIN AVE FROM B ST TO C ST & C ST FROM ARVIN AVE TO BEAR MOUNTAIN BLVD/HWY 223; CONSTRUCT ASPHALT PAVED SHOULDERS, SIDEWALKS, CURB AND GUTTER, CURB RAMPS, DRIVE APPROACHES, AND OTHER RELATED IMPROVEMENTS	\$428,442	1.04	San Joaquin
Bakersfield	KER231003	20400000994	IN BAKERSFIELD: ON H ST BETWEEN SR 204 AND SR 58; CONSTRUCT CURB CUTS, ADA RAMPS, HIGH-VISIBILITY CROSSWALKS, ADVANCED STOP AND TURN LINE MARKINGS, AND PEDESTRIAN FIRENDLY STREETSCAPING	\$17,618,167	3.02	San Joaquin
Bakersfield	KER231010	20400001005	RAISE GRANT: IN BAKERSFIELD: CHESTER AVE BETWEEN BRUNDAGE LN AND TRUXTUN AVE (APPROX. 1.4 MI); REDEVELOPMENT WITH COMPLETE STREET ENHANCEMENTS, ADA ACCESSIBLE SIDEWALKS, CLASS II BIKE LANES, ROADWAY IMPROVEMENTS AND RELATED INFRASTRUCTURE IMPROVEMENTS INCLUDING LIGHTING AND STORMWATER DRAINAGE	\$15,190,000	3.02	San Joaquin
Bakersfield	KER240505	20400001016	BAKERSFIELD: ALONG 18TH AND 19TH STREETS FROM L ST TO O ST; CONSTRUCT CURB EXTENSIONS AND CUTS, HIGH-VISIBILITY CROSSWALKS, ADDITIONAL STRIPING, AND INSTALL CLASS II BIKE LANES	\$2,490,919	3.02	San Joaquin
Bakersfield	KER260504	20400001051	BAKERSFIELD: MONITOR ST FROM FAIRVIEW RD AND WHITE LN; CONSTRUCTION OF CURB EXTENSIONS, HIGH-VISIBILITY CROSSWALKS, RECTANGULAR RAPID FLASHING BEACONS (RRFB'S), ADVANCED STOP MARKINGS, TURN LANE MARKINGS, AND STRIPING, RAISED MEDIANS, ACCESSIBILITY UPGRADES, AND A COMBINATION OF DEDICATED, CLASS II AND CLASS IV BIKE LANES	\$5,118,956	3.02	San Joaquin
Caltrans	KER210202	20400000929	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SHOPP COLLISION REDUCTION PROGRAM	\$99,714,000	1.09	Various
Caltrans	KER210205	20400000932	GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION - SHOPP ROADWAY PRESERVATION PROGRAM	\$1,107,212,000	1.10	Various
Caltrans	KER210207	20400000934	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS, SHOULDER IMPROVEMENTS, PAVEMENT RESURFACING AND/OR REHABILITATION - MINOR PROGRAM	\$14,528,000	1.10	Various

Transportation Project Listing - Exempt Projects						
Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exemption Code (per CTIPS)	Air Basins
Caltrans	KER220201	20400000966	GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS - SHOPP ROADSIDE PRESERVATION PROGRAM	\$13,460,000	1.13	Various
Caltrans	KER220202	20400000967	IN DELANO, AT THE DELANO MAINTENANCE STATION AT 805 SOUTH LEXINGTON STREET. EXPAND AND REMODEL MAINTENANCE BUILDING, UPGRADE FACILITIES TO AMERICANS WITH DISABILITIES ACT (ADA) STANDARDS, AND RELOCATE AND INSTALL NEW ZERO EMISSION VEHICLE CHARGING STATIONS	\$11,973,000	2.11	San Joaquin
Caltrans	KER230102	20400000983	GROUPED PROJECTS FOR TRUCK CLIMBING LANES	\$52,017,000	1.17	Various
Caltrans	KER250201	20400001027	GROUPED PROJECTS FOR EMERGENCY REPAIR	\$11,260,000	4.13	Various
Delano	KER231004	20400000995	IN DELANO: CONSTRUCT 18 ADA CURB RAMPS, STRIPE 17 CROSSWALKS, FILL 3,749 FT OF SIDEWALK GAPS SURROUNDING EIGHT LOCAL PUBLIC SCHOOLS BENEFITTING OVER 6,200 STUDENTS, COMPLETING THE SRTS PLAN	\$703,000	3.02	San Joaquin
Delano	KER250802	20400001028	IN DELANO: OPERATING ASSISTANCE FY 2026-27 (\$1,057,854.50 toll credits)	\$2,115,709	2.01	San Joaquin
Delano	KER250811	20400001037	IN DELANO: PURCHASE 1 GAS EXPANSION DIAL-A-RIDE VAN COMPLIANT WITH AMERICANS WITH DISABILITIES ACT (toll credits \$27,181)	\$181,209	2.02	San Joaquin
Golden Empire Transit	KER210808	20400000945	IN BAKERSFIELD: AT VARIOUS FACILITY LOCATIONS: PURCHASE AND INSTALL ELECTRONIC DYNAMIC SIGNS	\$300,000	2.04	San Joaquin
Golden Empire Transit	KER210812	20400000949	IN BAKERSFIELD: COMPUTER REPLACEMENT FOR MAIN AND DOWNTOWN FACILITY FY 2022-23	\$30,000	2.04	San Joaquin
Golden Empire Transit	KER230803	20400000974	IN BAKERSFIELD: PREVENTIVE MAINTENANCE FY 2022-23	\$7,400,000	2.01	San Joaquin
Golden Empire Transit	KER230805	20400000976	IN BAKERSFIELD: PURCHASE THREE REPLACEMENT HYDROGEN 40 FT BUSES FY 2024-25	\$1,773,840	2.10	San Joaquin
Golden Empire Transit	KER230808	20400000981	IN BAKERSFIELD: GOLDEN EMPIRE TRANSIT ROUTE RESTORATION PROGRAM; ACQUIRE TRANSIT PLANNING AND VISUALIZATION SOFTWARE TO ASSIST GET IN COVID-19 SERVICE RECOVERY	\$413,005	4.01	San Joaquin
Golden Empire Transit	KER230811	20400000986	IN BAKERSFIELD: PURCHASE TECHNOLOGY UPGRADE FOR EXISTING ADMINISTRATIVE FACILITY FY 2023-24	\$150,000	2.06	San Joaquin
Golden Empire Transit	KER230812	20400000987	IN BAKERSFIELD: PURCHASE FARE COLLECTION SYSTEM FY 2023-24	\$5,000,000	2.04	San Joaquin
Golden Empire Transit	KER230816	20400000991	IN BAKERSFIELD: PURCHASE TEN (10) REPLACEMENT 40 FT CNG BUSES FY 2024-25	\$7,637,939	2.10	San Joaquin
Golden Empire Transit	KER240804	20400001021	IN BAKERSFIELD: PREVENTIVE MAINTENANCE FY 2024-25	\$10,126,359	2.01	San Joaquin
Golden Empire Transit	KER240805	20400001022	IN BAKERSFIELD: CYBERSECURITY INFRASTRUCTURE FY 2024-25 to FY 2026-27	\$837,378	2.04	San Joaquin

Transportation Project Listing - Exempt Projects						
Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exemption Code (per CTIPS)	Air Basins
Golden Empire Transit	KER250801	20400001026	IN BAKERSFIELD: PREVENTIVE MAINTENANCE FY2025-26	\$10,250,000	2.01	San Joaquin
Golden Empire Transit	KER250803	20400001029	IN BAKERSFIELD: PURCHASE TECHNOLOGY REPLACEMENT FOR ALL FACILITIES FY 2025-26	\$350,000	2.06	San Joaquin
Golden Empire Transit	KER250804	20400001030	IN BAKERSFIELD: PURCHASE REPLACEMENT ACCESS CONTROL SYSTEM FOR ADMINISTRATIVE FACILITY FY 2025-26	\$100,000	2.04	San Joaquin
Golden Empire Transit	KER250805	20400001032	IN BAKERSFIELD: PURCHASE AND INSTALL DRIVER BARRIERS FY 2025-26	\$700,000	2.05	San Joaquin
Golden Empire Transit	KER250806	20400001031	IN BAKERSFIELD: PURCHASE REPLACEMENT COMPUTER AIDED DISPATCH AND AUTOMATED VEHICLE LOCATOR WITH RADIO EQUIPMENT FY 2025-26	\$7,000,000	2.06	San Joaquin
Golden Empire Transit	KER250807	20400001033	IN BAKERSFIELD: PURCHASE TWO REPLACEMENT GAS ISUZU FLAT BED VEHICLE AND EQUIPMENT FY 2025-26	\$189,308	2.02	San Joaquin
Golden Empire Transit	KER250808	20400001034	IN BAKERSFIELD: PURCHASE REPLACEMENT LIFTS FOR BUS BAY 3 & 4 FY 2025-26	\$724,736	2.05	San Joaquin
Golden Empire Transit	KER250809	20400001035	IN BAKERSFIELD: PURCHASE GENERATOR SWITCH GEAR FY 2025-26	\$35,000	2.05	San Joaquin
Golden Empire Transit	KER250810	20400001036	IN BAKERSFIELD: PURCHASE 10 REPLACEMENT CNG BUSES FY 2025-26	\$8,882,600	2.10	San Joaquin
Golden Empire Transit	KER260801	20400001060	IN BAKERSFIELD: PREVENTIVE MAINTENANCE FY 2026-27	\$11,341,032	2.01	San Joaquin
Golden Empire Transit	KER260802	20400001061	IN BAKERSFIELD: PURCHASE 2 REPLACEMENT CNG PARATRANSIT BUSES FY 2026-27	\$277,175	2.10	San Joaquin
Golden Empire Transit	KER260803	20400001062	IN BAKERSFIELD: PURCHASE 11 REPLACEMENT CNG AND 2 REPLACEMENT GAS PARATRANSIT BUSES FY 2026-27	\$2,347,825	2.10	San Joaquin
Kern Council of Governments	KER210101	20400000927	PLANNING, PROGRAMMING, AND MONITORING	\$2,500,000	4.01	Various
Kern Council of Governments	KER260401	20400001038	IN KERN COUNTY: REGIONAL TRAFFIC COUNT PROGRAM	\$180,000	4.01	Various
Kern Council of Governments	KER260501	20400001048	IN KERN COUNTY: COMMUTEKERN RIDESHARE PROGRAM	\$791,026	3.01	Various
Kern County	KER200403	20400000913	NEAR WELDON: SIERRA WAY AT SOUTH FORK KERN RIVER (.05 MILES); BRIDGE (PE PHASE ONLY, FOR NEPA ENVIRONMENTAL DOCUMENT APPROVAL)	\$51,977	4.05	San Joaquin
Kern County	KER200811	20400000926	IN MOJAVE: CONSTRUCT BUS MAINTENANCE FACILITY	\$2,000,000	2.11	Mojave Desert
Kern County	KER230818	20400000993	IN KERN COUNTY: PURCHASE TWO (2) 35 FT AND THREE (3) 40 FT REPLACEMENT CNG BUSES	\$4,060,625	2.10	Various

Transportation Project Listing - Exempt Projects

Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exemption Code (per CTIPS)	Air Basins
Kern County	KER231001	20400000979	IN OILDALE: NORRIS RD FROM MELODY LN TO AIRPORT DR; CONSTRUCT SIDEWALK; NORRIS RD FROM AIRPORT DR TO N CHESTER AVE; CONSTRUCT PEDESTRIAN ACCESSIBILITY AND CROSSING IMPROVEMENTS (toll credits PE FY 23/24)	\$9,793,000	3.02	San Joaquin
Kern County	KER231005	20400000996	IN KERN COUNTY: SRTS; INSTALL RRFBS, THERMOPLASTIC MARKING, SIGNS AND ADA RAMPS AT EXISTING UNCONTROLLED MULTI-LANE CROSSWALKS TO BENEFIT SEVEN (7) ADJACENT SCHOOLS. UPGRADES TO 6 EXISTING MULTI-LANE CROSSWALKS ON ARTERIAL AND COLLECTOR ROADS IN UNINCORPORATED AREAS OF OILDALE AND EAST BAKERSFIELD	\$2,342,000	3.02	San Joaquin
Kern County	KER231006	20400001001	IN KERN COUNTY: KERN RIVER PARKWAY MULTI-USE PATH, EXISTING LAKE MING PATH TERMINUS TO AREA APPROX 2,200 FT WEST OF CHINA GRADE LP, UNINCORPORATED AREAS OF METRO BAKERSFIELD; RESURFACING AND SAFETY IMPROVEMENTS ON PORTIONS OF KERN RIVER BIKE PATH. CONSTRUCT NEW MULTIUSE PATH FROM CHINA GRADE LP TO CAMINO GRANDE. CROSSING IMPROVEMENTS AT ALFRED HARRELL HWY	\$8,035,000	3.02	San Joaquin
Kern County	KER260404	20400001041	KERN COUNTY/UNINCORPORATED BAKERSFIELD: DOWNING AVE FROM BAKERSFIELD CITY LIMITS TO FRUITVALE AVE; 0.9-MILES OF ROAD RECONSTRUCTION	\$4,066,645	1.10	San Joaquin
Kern County	KER260405	20400001042	KERN COUNTY/UNINCORPORATED BAKERSFIELD: 7TH STANDARD RD FROM I-5 TO SR 43; 14.5 MILES OF ROAD RECONSTRUCTION.	\$15,000,000	1.10	San Joaquin
Kern County	KER260406	20400001043	KERN COUNTY/UNINCORPORATED BAKERSFIELD: MORNING DR FROM NILES ST TO BAKERSFIELD CITY LIMITS); 0.24 MILES OF ROAD RECONSTRUCTION.	\$1,918,453	1.10	San Joaquin
Kern County	KER260505	20400001052	KERN COUNTY (LAMONT): ART LN FROM WEST END OF ART LN TO HABECKER RD; PAVE UNPAVED ROAD AND SHOULDER	\$670,538	1.10	San Joaquin
McFarland	KER220403	20400000960	MCFARLAND: INTERSECTION OF W. PERKINS AVE AND 3RD ST; IMPROVE SAFER COMMUTE AND INCREASE SAFETY BY INSTALLING FLASHING STOP LIGHTS, HIGH VISABILITY CROSSWALK, RESURFACING ROAD ON A CROSSWALK AND SURROUNDING CROSSWALK AREA, STRIPING ROAD, AND ADA RAMPS	\$447,307	1.06	San Joaquin
McFarland	KER260506	20400001053	MCFARLAND: INTERSECTION OF TAYLOR AVE AND MAST AVE; CONSTRUCT PARK AND RIDE FACILITY WITH 31 PARKING SPACES, ADA STALLS, AND TRANSIT STOP ACCOMMODATIONS	\$2,012,511	3.01	San Joaquin
Ridgecrest	KER240403	20400001008	IN RIDGECREST: S MAHAN ST B/N W BOWMAN RD AND W DOLPHIN AVE; RECONSTRUCTION AND INSTALLATION OF DRAINAGE FACILITIES (CURB AND GUTTER) ALONG +/- OF SINGLE LANE ROADWAY, WITH VARIOUS IMPROVEMENTS AND NUMEROUS UNIMPROVED LOCATIONS	\$1,887,643	1.10	Indian Wells
Ridgecrest	KER240502	20400001013	IN RIDGECREST: PURCHASE FOUR REPLACEMENT BATTERY ELECTRIC VANS FOR TRANSIT FLEET	\$515,900	2.10	Indian Wells

Transportation Project Listing - Exempt Projects

Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exemption Code (per CTIPS)	Air Basins
Ridgecrest	KER260407	20400001044	RIDGECREST: S MAHAN FROM W DOLPHIN AVE TO W SPINGER AVE (+/- 2800'); RECONSTRUCTION AND INSTALLATION OF DRAINAGE FACILITIES (CURB AND GUTTER) ALONG SINGLE LANE ROADWAY, WITH VARIOUS IMPROVEMENTS AND NUMEROUS UNIMPROVED LOCATIONS	\$2,519,191	1.10	Indian Wells
Ridgecrest	KER260408	20400001045	RIDGECREST: W LAS FLORES AVE FROM N CHINA LAKE BLVD TO N NORMA ST; PAVEMENT RECONSTRUCTION INCLUDING CURB AND GUTTER, CURB RAMPS, AND SIDEWALKS	\$1,962,329	1.10	Indian Wells
Ridgecrest	KER260507	20400001054	IN RIDGECREST: PURCHASE ONE REPLACEMENT BATTERY ELECTRIC CUTAWAY BUS FOR TRANSIT FLEET	\$344,289	2.10	Indian Wells
Shafter	KER240404	20400001009	IN SHAFTER: LERDO HWY FROM S VALLEY ST TO S SCHNAIDT ST; RECONSTRUCTION	\$847,000	1.10	San Joaquin
Shafter	KER240405	20400001010	IN SHAFTER: ZERKER RD FROM 500 SOUTH OF NEW KAPITTEL RD TO GMC ROOFING; RECONSTRUCTION	\$730,000	1.10	San Joaquin
Shafter	KER260409	20400001046	SHAFTER: CENTRAL AVE FROM WALKER ST TO CALLOWAY ST; PAVEMENT RECONSTRUCTION	\$1,061,000	1.10	San Joaquin
Taft	KER220503	20400000964	TAFT: 550 SUPPLY RD; INSTALL CHARGING INFRASTRUCTURE AND SOLAR MICROGRID	\$3,339,140	2.05	San Joaquin
Taft	KER231007	20400001002	IN TAFT: 10TH ST AND SAN EMIDIO ST; UPGRADE PEDESTRIAN CROSSING: INSTALL ADA CURB RAMPS, RAISED MEDIAN, REPAINT CROSSWALKS, MARKINGS, STRIPES, INSTALL 4 SOLAR LED FLASHING STOP SIGNS AND 2 SOLAR SPEED FEEDBACK SIGNS	\$455,000	3.02	San Joaquin
Tehachapi	KER231008	20400001003	IN TEHACHAPI: NORTHSIDE OF WEST VALLEY BLVD BETWEEN OAKWOOD ST AND CURRY ST AND MILL ST BETWEEN VALLEY BLVD AND TEHACHAPI BLVD; INSTALL SIDEWALK, CURB, GUTTER, CURB RAMPS, IMPROVE CROSSWALKS, AND INSTALL CLASS II BICYCLE LANE ON NORTHSIDE OF VALLEY BLVD AND ON MILL ST	\$3,266,000	3.02	Mojave Desert
Various Agencies	KER060601	20400000418	GROUPED PROJECTS FOR BRIDGE REHABILITATION AND RECONSTRUCTION - HIGHWAY BRIDGE PROGRAM (HBP)	\$21,166,557	1.19	Various
Various Agencies	KER140601	20400000710	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	\$18,782,600	1.06	Various
Various Agencies	KER180403	20400000855	GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION	\$7,971,379	1.10	Various
Various Agencies	KER180507	20400000862	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SAFER ROADS - INCLUSIVE OF FEDERAL AID AND NON-FEDERAL AID ROADS	\$14,775,060	1.06	Various
Various Agencies	KER180801	20400000885	GROUPED PROJECTS FOR OPERATING ASSISTANCE TO TRANSIT AGENCIES	\$18,027,679	2.01	Various
Various Agencies	KER200506	20400000921	GROUPED PROJECTS FOR INTERSECTION CHANNELIZATION	\$5,270,572	5.01	Various
Various Agencies	KER210102	20400000936	GROUPED PROJECTS FOR ENGINEERING	\$13,500,000	4.05	Various

Transportation Project Listing - Exempt Projects						
Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exemption Code (per CTIPS)	Air Basins
Various Agencies	KER220101	20400000969	GROUPED PROJECTS FOR WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGES (NO ADDITIONAL TRAVEL LANES	\$113,430,000	1.19	Various
Various Agencies	KER230101	20400000980	GROUPED PROJECTS FOR INTERCHANGE RECONFIGURATION	\$114,401,563	5.04	Various
Various Agencies	KER240801	20400001018	GROUPED PROJECTS FOR PURCHASE OF NEW BUSES AND RAIL CARS TO REPLACE EXISTING VEHICLES OR FOR MINOR EXPANSION OF THE FLEET	\$3,754,505	2.10	Various
Various Agencies	KER241001	20400001025	GROUPED PROJECT FOR TRANSPORTATION ENHANCEMENT ACTIVITIES	\$36,535,924	4.12	Various
Various Agencies	KER260410	20400001047	GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION	\$41,466,170	1.10	Various
Various Agencies	KER260510	20400001057	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SAFER ROADS - INCLUSIVE OF FEDERAL AID AND NON FEDERAL AID ROADS	\$33,495,080	1.06	Various
Various Agencies	KER260511	20400001058	GROUPED PROJECTS FOR INTERSECTION CHANNELIZATION	\$11,795,839	5.01	Various
Various Agencies	KER260512	20400001059	GROUPED PROJECTS FOR BICYCLE AND PEDESTRIAN FACILITIES	\$2,235,599	3.02	Various
Wasco	KER231009	20400001004	IN WASCO: EAST SIDE OF CENTRAL AVE FROM 1310 NORTH OF FILBURN ST TO VIA MOROCCO BLVD AND BETWEEN BETTIS AVE AND SR 46; INSTALL CLASS I AND CLASS II BICYCLE TRAILS, ADA CURB RAMPS, DRIVE APPROACHES, AND RELATED PEDESTRIAN AND LANDSCAPING IMPROVEMENTS	\$660,000	3.02	San Joaquin
Wasco	KER260508	20400001055	WASCO: SOUTHEAST CORNER OF FILBURN AVE AND CENTRAL AVE; CONSTRUCT SLOW-FILL CNG STATION	\$680,000	2.11	San Joaquin
Wasco	KER260509	20400001056	WASCO: GRIFFITH AVE FROM FILBURN ST TO WASCO UNION ELEMENTARY SCHOOL DISTRICT MAINTENANCE, OPERATIONS, & TRANSPORTATION FACILITY (APPROXIMATELY 0.25 MI); SURFACE UNPAVED EAST SHOULDER, CURB & GUTTER, ADA RAMPS, SIDEWALKS, STRIPING, AND RELOCATE PG&E POWER LINES	\$934,725	1.04	San Joaquin

APPENDIX F: CMAQ Policy Local Cost Effectiveness

CMAQ POLICY LOCAL COST- EFFECTIVENESS

Adopted September 2007



**Kern Council
of Governments**

Kern Council of Governments
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Bakersfield, California 93301
www.kerncog.org
661-861-2191
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Kern Council of Governments Board of Directors

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

Chairman: Cheryl Wegman
Vice Chairman: Fran Florez
Secretary/ Executive Director: Ronald E. Brummett

City of Arvin
Tim Tarver

City of California City
Nicholas Lessenevitch

City of Maricopa
Gary Mock

City of Ridgecrest
Steve Morgan

City of Taft
Cliff Thompson

City of Wasco
Cherylee Wegman

County of Kern
Jon McQuiston

City of Bakersfield
Zack Scrivner

City of Delano
Sam Ramirez

City of McFarland
Ken Rosson

City of Shafter
Fran Florez

City of Tehachapi
Philip A. Smith

County of Kern
Michael J. Rubio

Military Joint Planning Policy Board
Jason Warren

San Joaquin Valley Unified Air Pollution Control District
Vacant

Golden Empire Transit
Howard Silver

Caltrans
Sharri Ehlert

**BEFORE THE
KERN COUNCIL OF GOVERNMENTS
RESOLUTION NO. 07-28**

In the Matter of:)
)
CONGESTION MITIGATION AND)
AIR QUALITY PROGRAM)
_____)

**RESOLUTION ADOPTING THE
LOCAL COST-EFFECTIVENESS
CONGESTION MITIGATION AND
AIR QUALITY (CMAQ) POLICY**

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

WHEREAS, federal transportation legislation provides states and Metropolitan Planning Organizations funding from the Congestion Mitigation and Air Quality (CMAQ) program for their region; and

WHEREAS, the San Joaquin Valley Air District has been designated by the Governor of California as the regional air quality planning agency in San Joaquin Valley; and

WHEREAS, the San Joaquin Valley Air District has requested an Extreme classification for the eight-hour ozone nonattainment designation, which would extend the attainment date to 2023; and

WHEREAS, the Metropolitan Planning Organizations in the San Joaquin Valley participated in the development of the eight-hour ozone plan and are committed to improving air quality in the region; and

WHEREAS, the Metropolitan Planning Organizations in the San Joaquin Valley are committed to identify methods of improving funding programs that affect air quality; and

WHEREAS, the resolution and Exhibit A have been reviewed by Kern Council Of Governments 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; and

WHEREAS, the policy listed in Exhibit A only affects federal CMAQ funds and does not imply changes to other funding programs; and

NOW, THEREFORE, BE IT RESOLVED, that Kern Council Of Governments commits to implement the local cost-effectiveness CMAQ policy listed in Exhibit A.

THEREFORE, BE IT FURTHER RESOLVED, that Kern Council Of Governments agrees to proceed with a good faith effort to implement the policy as scheduled and with the funding source identified. Recognizing, however, that the availability of necessary funding depends on the programs or processes of various state and federal agencies, the Kern Council Of Governments will consider modifications or removal of policies, as necessary. Should future transportation legislation not include CMAQ funding, the cost-effectiveness policy listed in Exhibit A will no longer be in effect.

THE FOREGOING RESOLUTION was passed and adopted by Kern Council Of Governments this 20th day of September 2007.

AYES: Scrivner, Lessenevitch, Ramirez, Gray, Rosson, Morgan, Florez,
Thompson, Vernon, Wegman, Rubio, Ehlert, Silver

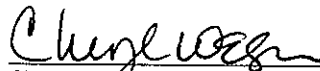
NOES: None

ABSTAIN: None

ABSENT: Tarver, Smith, McQuiston

ATTEST:

Signed:


Cheryl Wegman, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Kern Council Of Governments duly adopted at a regular meeting thereof held on the 20th day of September 2007.

Signed:

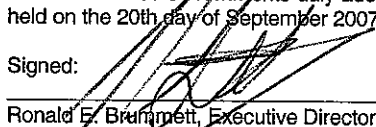

Ronald E. Brummett, Executive Director

EXHIBIT A LOCAL COST-EFFECTIVENESS CMAQ POLICY

Summary

The Congestion Mitigation and Air Quality (CMAQ) program provides funding for transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards. The CMAQ program supports two important goals of the Department of Transportation: improving air quality and relieving congestion. SAFETEA-LU strengthens these goals by establishing priority consideration for cost-effective emission reduction and congestion mitigation activities. Exhibit A provides a summary of the policy for distributing at least 20% of the CMAQ funds to projects that meet a minimum cost-effectiveness threshold for emission reductions beginning in FY 2011. This policy will focus on achieving the most cost-effective emission reductions, while maintaining flexibility to meet local needs.

Estimates of Available Funds

Caltrans Programming provides apportionment estimates to all regions of the state. The FTIP is currently developed for a four-year programming cycle; with each new FTIP document, Kern Council Of Governments will use the Caltrans estimate to develop the available CMAQ funds over the four-year period. Kern Council Of Governments commits to dedicate at least 20% INSERT LARGER PERCENTAGE, IF APPROPRIATE of the total funding for the four-year period of each FTIP as part of the local cost-effectiveness CMAQ policy. For example, if an agency is estimated to receive \$20 million over a four year period, it would allocate 20%, or \$4 million, of the CMAQ program to projects that meet a minimum cost-effectiveness.

The CMAQ allocation formula is currently based on population, ozone status, and carbon monoxide status. Revisions to the formula or updates to estimates may result in changes to available funds for the Kern Council Of Governments CMAQ program; such updates will also affect the funds available for the local cost-effectiveness policy. CMAQ estimates may be revised at any time due to changes from Caltrans, Federal legislation, or classification of the air quality standards in the San Joaquin Valley.

Timeframe

The local cost-effectiveness CMAQ policy is scheduled to be implemented in FY 2011 because the current federally approved 2007 Federal Transportation Improvement Programs (FTIPs) have committed CMAQ funds through FY 2009 and in some cases, regional commitments through FY 2010. In addition, the current CMAQ programming assists in implementing approved local RACM (Amended 2003 PM-10 Plan) that are committed through 2010.

The San Joaquin Valley Air Basin is currently classified as a serious ozone non-attainment area with an attainment deadline of 2013. As part of the 2007 Ozone plan, the Air District is requesting an "extreme" classification, which would delay the attainment deadline until 2023. If approved and assuming no change to the current funding formula, the MPOs may continue to receive CMAQ funding through that time (2023). The local cost-effectiveness CMAQ policy may remain in effect through 2023; however, continuation of the policy will be reviewed on a regular basis per the Policy Review section below.

Local Allocation of Funds

The Federal Highway Administration (FHWA) released new CMAQ guidance based on SAFETEA-LU on October 31, 2006. The new legislation and guidance clarifies project eligibility, including advanced truck stop electrification systems and the purchase of diesel retrofits. SAFETEA-LU directs States and MPOs to give priority to diesel retrofits and to cost-effective congestion mitigation activities that provide air quality benefits. Though SAFETEA-LU establishes these investment priorities, it also retains State and local agencies' authority in project selection, meaning that changes to local procedures are not required

by SAFETEA-LU. Kern Council Of Governments has previously developed procedures for allocating CMAQ funds; the local cost-effectiveness CMAQ policy will be incorporated into existing procedures. Prioritization and funding of projects will continue to be based on criteria developed by Kern Council Of Governments.

Cost-Effectiveness Threshold

Cost-effectiveness is a key component of providing funding to projects that improve air quality and reduce congestion. The cost-effectiveness of an air quality project is based on the amount of pollution it eliminates for each dollar spent. Policies that focus on cost-effectiveness will result in the largest emission reductions for the lowest cost. Cost-effectiveness can be based on total project costs, including capital investments and operating costs. However, for the purposes of this policy, cost-effectiveness is based on CMAQ funding dollars only.

In the state of California, the Air Resources Board (ARB) provides funding for air quality improvement projects through the Carl Moyer Program, which requires that heavy-duty vehicle projects meet a cost-effectiveness threshold. The San Joaquin Valley Air Pollution Control District (SJVAPCD) also uses cost-effectiveness thresholds for projects funded through the REMOVE II and Heavy-Duty Incentive Programs. However, there is currently no minimum cost-effectiveness established for the CMAQ program, and according to recent studies, the numbers vary widely across the country and by project type.

Prior to allocation of CMAQ funds for the local cost-effectiveness policy with each FTIP, the SJV MPOs in consultation with the interagency consultation (IAC) partners will develop the minimum cost-effectiveness threshold. While other criteria may be developed at the discretion of Kern Council Of Governments, all projects funded by the 20% of CMAQ dollars related to the local cost-effectiveness CMAQ policy must meet that minimum threshold.

Expenditure of Funds under the Local Cost-Effectiveness Policy

Kern Council Of Governments will make every effort to expend the minimum 20% funding for the cost-effective projects as soon as possible beginning in FY 2011. However, recognizing that there are additional issues related to project delivery and financial constraint, Kern Council Of Governments will be allowed to meet the 20% funding over the course of the FTIP, beginning with the 2008 FTIP and each new FTIP thereafter. For example, if the four-year estimate is \$4 million, then the MPO could spend \$1 million per year over the four year FTIP cycle, \$4 million in one year, or other combination of funding.

Project eligibility will continue to be based on federal CMAQ guidance. MPOs can continue to fund projects within the local jurisdictions, or contribute funding to the SJVAPCD air quality grant incentive programs to meet their cost-effectiveness threshold requirements.

Emissions Estimates

CMAQ projects must demonstrate an air quality benefit, and the expected emissions reductions will continue to be estimated with the most recent methodology. As of 2007, the ARB "Methods to Find the Cost-Effectiveness of Funding Air Quality Projects" released in 2005 is the appropriate methodology. If necessary, interagency consultation will be used to reach agreement on the methodology for future estimates. Emission benefits and cost-effectiveness calculations will continue to be based on the applicable pollutants for the region, including nitrogen oxides (NOx), volatile organic compounds (VOC), particulate matter (PM) and carbon monoxide (CO).

Reporting Requirements

Tracking of the CMAQ policy will be achieved through several methods. MPOs must develop annual reports for Caltrans and FHWA that specify how CMAQ funds have been spent and the expected air quality benefits. This report is due by the first day of February following the end of the previous Federal fiscal year (September 30) and covers all CMAQ obligations for that fiscal year. As has been the practice of several MPOs, a copy of the CMAQ annual report will also be submitted to the Air District for information purposes. Each MPO will also post information related to the implementation of the local cost-effectiveness CMAQ policy on its website.

Policy Review

Due to changes in project costs and technology over time, the MPOs will revisit the minimum cost-effectiveness threshold, as well as policy feasibility, at least once every four years prior to FTIP development. A periodic review of the policy is necessary due to potential changes in federal transportation legislation, apportionments, and project eligibility. This policy will only affect 20% of the allocated federal CMAQ funds, and does not imply changes to other funding programs. Should future transportation legislation not include CMAQ funding, this policy will no longer be in effect.

Example Schedule

The following is an example schedule of the policy implementation and updates. This information is only representative of the general approach and specific schedules will be developed in the future (annual reports will continue to be prepared and submitted as required).

Summer 2008	Develop cost-effectiveness threshold through interagency consultation
Fall 2008	Identify funding available in the 2008 FTIP related to the 20% local cost-effectiveness policy
Spring 2009	Implement call for projects – Quantify, rank, and select CMAQ projects
Summer 2009	Approve Amendment to 2008 FTIP
Summer 2011	Review policy feasibility. If policy is continued, proceed with following steps. Update cost-effectiveness threshold through interagency consultation
Fall 2011	Identify funding available in the 2012 FTIP related to the 20% local cost-effectiveness policy
Spring 2012	Implement call for projects – Quantify, rank, and select CMAQ projects
Summer 2012	Approve 2012 FTIP

APPENDIX G: Public Involvement Process

The adopted Kern COG Public Involvement Policies and Procedures, available at https://www.kerncog.org/wp-content/uploads/2012/12/Draft_2023_PIP.pdf, requires a 30-day public review period for the Federal Transportation Improvement Program (FTIP). This cycle the draft 2027 FTIP was advertised concurrently with the 2026 Regional Transportation Plan (RTP) which requires a 55-day public review period.

The public review period began May 8, 2026 for the Draft 2026 RTP. The public review period began June 1, 2026 for the Draft 2027 FTIP. The Kern Council of Governments Transportation Planning Policy Committee held a public hearing on June 18, 2026 and continued consideration of the document and findings to its scheduled meeting on September 17, 2026. The public review period concluded July 2, 2026. All Kern Council of Governments Transportation Planning Policy Committee meetings are broadcast on Kern County TV. The Draft 2027 Federal Transportation Improvement Program was available for review at the office as well as website (www.kerncog.org) of the Kern Council of Governments. Regional adoption is expected September 17, 2026 after a response to comments received during the public review period is prepared.

Legal notices were published throughout the review process in the Bakersfield Californian, El Popular (Spanish language publication), and Tehachapi News.

A comment summary is provided on the following pages.

2027 Federal Transportation Improvement Program Summary of Comments and Responses

As part of the development of the TIP, stakeholders, technical staff, and the general public were given the opportunity to comment. The public review period was held June 1, 2026 to July 2, 2026.

State Department of Transportation (Caltrans)

Office of Federal Programming and Data Management (OFPDM) – email dated 6/25/26

1. The introduction references Tribal Government Consultation with the Tejon Indian Tribe. There are also Federal Lands Highway projects in the KCOG region. Recommend adding a brief section referencing Federal Land Management Agency (FLMA) consultation. (2027 FTIP Checklist Section #8.)

Response: *The revision has been incorporated into the document.*

2. TIP has a revenue projection of about \$835 million of which \$819 is eligible as programmed expenditures. Please clarify the \$16 million difference between revenue and programmed.

Response: *There is \$835 million of reasonably available funds in the 2027 FTIP. KCOG has not yet fully programmed the CMAQ and STBGP/RSTP apportionments for FY 2028, 2029, and FY 2030.*

3. There is a new requirement for 2027 FTIP and beyond for MPOs to include all federal discretionary grant projects. Please clarify if the projects are included in KCOG's FTIP. All projects must be included per the new requirement regardless of fund source. (2027 FTIP Checklist Section #7).

Response: *For federal discretionary programs, local agencies provide KCOG with their award announcement. KCOG then includes the projects in the FTIP. The revision has been incorporated into the document.*

4. Please provide CMAQ and STBG project selection links. (2027 FTIP Checklist Section #10.)

Response: *The revision has been incorporated into the document.*

5. TCEP provides \$300 million per year in state funding and approximately \$515 in NHFP funds. Please update the TCEP NHFP funding. [For KCOG's internal reference purposes: For reference, <https://catc.ca.gov/programs/sb1/trade-corridor-enhancement-program>]

Response: *The revision has been incorporated into the document.*

6. CTC has updated TCEP's project selection criteria. Please update the FTIP section to match the criteria on CTC's TCEP website. [For KCOG's internal reference purposes: For reference, <https://catc.ca.gov/programs/sb1/trade-corridor-enhancement-program>.]

Response: *The revision has been incorporated into the document.*

7. KER230102: Grouped project description states projects are consistent with 40 CFR Part 93.126 Exempt Table 2 and 3 categories-truck climbing lanes outside the urbanized area. Caltrans Guidance for Programming Grouped Projects (dated 9/19/25) for grouped project listing #21 for truck climbing lanes shows the exemption is only consistent with 40 CFR 93.126 (Table 2) not 40 CFR 93.127 (Table 3). Please clarify.

Response: *The CTIPS record has been updated to be consistent with Caltrans Guidance for Programming Grouped Projects.*

8. KER210102: Grouped project description states projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 3 categories-engineering. Caltrans Guidance for Programming Grouped Projects (dated 9/19/25) for grouped project listing #42 for engineering is only consistent with 40 CFR 93.126 (Table 2) not 40 CFR 93.127 (Table 3). Please clarify.

Response: *The CTIPS record has been updated to be consistent with Caltrans Guidance for Programming Grouped Projects.*

9. KER220101: Grouped project description states projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 3 categories-widening narrow pavements or reconstructing bridges. Caltrans Guidance for Programming Grouped Projects (dated 9/19/25) for grouped project listing #20 is only consistent with 40 CFR 93.126 (Table 2) not 40 CFR 93.127 (Table 3).

Response: *The CTIPS record has been updated to be consistent with Caltrans Guidance for Programming Grouped Projects.*

10. KER230101: Grouped project description states projects are consistent with 40 CFR 93.126 Table 3 categories for interchange configuration projects. Table 3 projects are referenced in 40 CFR 93.127. Please clarify.

Response: *The CTIPS record has been updated to be consistent with Caltrans Guidance for Programming Grouped Projects.*

11. KER210202: Grouped project description states projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 3. Both exemptions are accurate for the grouped project listing but 40 CFR Part 93.126 references exemptions in Table 2 and 40 CFR 93.127 references exemptions in Table 3. Caltrans Guidance for Programming Grouped Project Listings (dated 9/19/25) removed the term "demonstration" from the 40 CFR 93.126 exemption for "pavement marking." 40 CFR 93.126 Table 2 also includes the exemption category "guardrails, median barriers, crash cushions," that is not included in grouped project description, but is listed in the EPA Table II or II Exempt Category section. Please clarify.

Response: *The CTIPS record has been updated to be consistent with Caltrans Guidance for Programming Grouped Projects.*

12. KER210207: Grouped project description states projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 3. Both exemptions are accurate for the grouped project listing but 40 CFR Part 93.126 references exemptions in Table 2 and 40 CFR 93.127 references exemptions in Table 3. Caltrans Guidance for Programming Grouped Project Listings (dated 9/19/25) removed the term "demonstration" from the 40 CFR 93.126 exemption for "pavement marking." 40 CFR 93.126 Table also includes the exemption category "bicycle and pedestrian facilities," that is not included in grouped project description.

Response: *The CTIPS record has been updated to be consistent with Caltrans Guidance for Programming Grouped Projects.*

13. KER220202: Funding for SHOPP Facilities project is listed as State Cash. Per Caltrans' 2027 FTIP Development Guidance, SHOPP projects should be programmed using the SHOPP AC fund type rather than State Cash. Please update the funding to SHOPP Advance Construction, SHOPP-AC (Fund ID: SHOPPAC) and verify the total SHOPP revenue equals total programmed funding in the financial summary.

Response: The SHOPP-AC revision has been incorporated into the document. After review, no revision is needed to the Financial Summary.

14. KER250201: Caltrans' Guidance for Programming Grouped Project Listings (dated 9/19/25) for Grouped Projects for Emergency Repair-SHOPP Emergency Response Program (#4) also include additional activities not listed in the description: "except projects involving substantial functional, locational or capacity changes." Please clarify.

Response: *The CTIPS record has been updated to be consistent with Caltrans Guidance for Programming Grouped Projects.*

15. KER140601: Grouped project description states projects are consistent with 40 CFR Part 93.126 Table 2 but also includes activities from 40 CFR 93.127 Table 3 without the specific reference. Caltrans' Guidance for Programming Grouped Project listings (dated 9/19/25) for Grouped Projects for Safety Improvements-HSIP (10) removed the terms "marking demonstration" for pavement marking per 40 CFR 93.126 and also includes activities for "truck climbing lanes outside the urbanized area" and "emergency truck pullovers." Please clarify.

Response: *The CTIPS record has been updated to be consistent with Caltrans Guidance for Programming Grouped Projects.*

16. KER230808: Project has FTA 5307 funds. Please clarify if the project has federal matching funds.

Response: *There is no local match requirement as the minimum federal share for this program is 100% of the total project cost. For reference, [Route Planning Restoration Program | FTA](#)*

17. KER240801: Grouped project description states projects are consistent with 40 CFR Part 93.125 Tables 2 and 3. Caltrans' Guidance for Programming Grouped Projects Listings (dated 9/19/25) for Grouped Projects for Purchase of New Buses and Rail Cars (58) is only consistent with 40 CFR 93.126 Table 2 exemption category. Please clarify.

Response: *The revision has been incorporated into the project listing.*

18. KER231008: Project has ATP (federal) funds. Please clarify if the project has any matching funds.

Response: *Based on the 2023 ATP Guidelines, matching funds are not required. For reference, [2023 Active Transportation Program Guidelines](#)*

19. KER231009: Project has ATP (federal) funds. Please clarify if the project has any matching funds.

Response: Based on the 2023 ATP Guidelines, matching funds are not required. For reference, [2023 Active Transportation Program Guidelines](#)

20. KER231004: Project has ATP (federal) funds. Please clarify if the project has any matching funds.

Response: Based on the 2023 ATP Guidelines, matching funds are not required. For reference, [2023 Active Transportation Program Guidelines](#)

21. KER231007: Project has ATP (federal) funds. Please clarify if the project has any matching funds.

Response: Based on the 2023 ATP Guidelines, matching funds are not required. For reference, [2023 Active Transportation Program Guidelines](#)

22. KER250201: This project was previously noted as part of Grouped Projects for Emergency Repair-SHOPP Emergency Response Program (PDF page 170), but the grouped project title on this page for the same project is for SHOPP Major Damage Restoration. The project description and exemptions should match Caltrans' Guidance for Programming Grouped Project Listings (dated 9/19/25). CTIPS entry (PDF page 91) also shows SHOPP Emergency Response Program. Please clarify.

Response: The CTIPS record has been updated to be consistent with Caltrans Guidance for Programming Grouped Projects.

23. Please expand Table 1 (Revenue), 2 (Programmed) and 3 (Revenue-Programmed) to show all funding lines. Tables should not be condensed even if the funding categories are not applicable to the MPO.

Response: The revision has been incorporated into the Financial Plan.

24. MPO Financial Tables 1 (Revenue) and 2 (Programmed) should reflect the most recent SHOPP report sent by Caltrans HQ in April 2026 for use in the Draft 2027 FTIP. Compare the SHOPP report totals in Tables 1 and 2 with the SHOPP report from Caltrans and please clarify the totals.

Response: No revisions needed to the Financial Summary since G-13 projects are programmed outside the 4-year element of the FTIP.

25. Please add the Fiscal Year (FY) at the end of the first sentence to clearly identify the FLH TIP projects referenced are for FY 2026-2029.

Response: *The revision has been incorporated into the document.*

26. Please add a 0 to the "number of projects column" to clearly reflect that there are no Truck Travel Time Projects. Please resubmit the updated Performance Measures Template with the Final 2027 FTIP.

Response: *The revision has been incorporated into the Performance Measures Template.*

District 6 Office of Asset and Program Management – email dated 7/16/26

1. Revise KER200101 EA 44256 R/W amount to match the programmed amount.

Response: *The revision has been incorporated into the document.*

2. Revise KER230101 EA48468 fiscal year 24/25 fund type from NHFP to SB1.

Response: *Kern COG staff received a Caltrans request on 4/15/24 to change SB1 in FY 24/25 to NHFP. No revision needed.*

3. Revise SHOPP Roadway Preservation Grouped Project Listing record KER210205 to match the programmed amount for EA 0V610, 0W920, 0W810, 1C060, 0W930, and 40010.

Response: *The revisions have been incorporated into the document. No revision needed for EA 40010 since only the PE phase is programmed for long lead projects.*

4. Revise SHOPP Roadside Preservation Grouped Project Listing record KER220201 to match the programmed amount for EA 0X570.

Response: *The revision has been incorporated into the document.*

Ryan Hinds – email dated 7/1/26 see response in 2026 RTP comment # 29

Technical corrections

1. KER210207 is updated to include FY 26-27 Minor Program listing as of 7/16/26.

2. Record KER140601 has been updated to reflect the updated Highway Safety Improvement Program listing as of 6/29/26.

APPENDIX H: Federal Performance Management

How the FTIP Addresses Federal Requirements for Performance Measures

Background

Federal rules require that the Federal Transportation Improvement Program (FTIP) “be designed such that once implemented, it makes progress toward achieving the performance targets established under § 450.306(d).”ⁱ Also, the FTIP “shall include, to the maximum extent practicable, a description of the anticipated effect of the FTIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.”ⁱⁱ

The Moving Ahead for Progress in the 21st Century Act (MAP-21, 2012) established new requirements for metropolitan planning organizations (MPOs) to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents by specified dates. The most recent federal transportation legislative package, the Infrastructure Investment and Jobs Act of 2021 (IIJA), carries forward these performance-based planning requirements. Beginning in 2018, federal rules required that state departments of transportation and MPOs implement federally defined transportation system performance measures. In response, FHWA and FTA worked with state, regional, and transit agencies to identify performance measures that meet the requirements.

In California, Caltrans is directly responsible for submitting statewide performance targets and periodic progress reports to federal agencies. MPOs are required to establish targets for the same performance measures for their respective metropolitan planning areas within 180 days after the state establishes each target. MPOs may elect to support the statewide targets, establish alternative quantitative targets specific to their region, or use a combination of both approaches. Furthermore, each MPO must incorporate these short-range performance targets into their planning and programming processes, including the regional transportation plan (RTP) and FTIP.

FHWA Performance Measures

The federal performance measures defined by the Federal Highway Administration (FHWA) are categorized into three performance management (PM) focus areas. Each focus area includes an associated set of metrics for which statewide and regional targets must be set.

PM 1: Transportation Safety

Motor Vehicle Collisions

- Number of motor vehicle collision fatalities
- Rate of motor vehicle collision fatalities per 100 million vehicle miles traveled (VMT)
- Number of motor vehicle collision serious injuries
- Rate of motor vehicle collision serious injuries per 100 million VMT

Non-Motorized Fatalities and Serious Injuries

- Number of non-motorized fatalities and serious injuries

PM 2: National Highway System (NHS) Pavement and Bridge Condition

NHS Pavement Condition

Federal Performance Management

- Percentage of Interstate System pavement in 'good' condition
- Percentage of non-interstate NHS pavement in 'good' condition
- Percentage of Interstate System pavement in 'poor' condition
- Percentage of non-interstate NHS pavement in 'poor' condition

NHS Bridge Condition

- Percentage of NHS bridges in 'good' condition
- Percentage of NHS bridges in 'poor' condition

PM 3: NHS Performance, Interstate System Freight Movement, and CMAQ Improvement Program Performance

NHS Performance

- Percent of Interstate System mileage reporting reliable person-mile travel times
- Percent of non-interstate NHS mileage reporting reliable person-mile travel times

Interstate Freight Movement

- Percent of Interstate system mileage reporting reliable truck travel times

CMAQ Improvement Program Performance

- Annual hours of peak-hour excessive delay per capita
- Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO)
- Percent of non-single occupancy vehicle (SOV) travel

FTA Performance Measures

In addition to the three PM focus areas defined by FHWA, the Federal Transit Administration (FTA) established performance measures and reporting requirements for transit asset management (TAM) and transit safety.

Performance metrics for TAM focus on the maintenance of our regional transit system in a state of good repair. Transit safety performance monitoring is focused on assessment of the number of transit incidents resulting in fatalities or serious injuries and transit system reliability.

FTA issued the TAM Final Rule (49 CFR §625 et seq.), effective October 1, 2016, to implement MAP-21 transit asset management provisions. This final rule mandates a National TAM System, defines 'State of Good Repair' (SGR), and requires transit providers to develop TAM plans. The Metropolitan Transportation Planning Final Rule (23 CFR §450.206) outlines the timelines and processes by which states, MPOs, and transit providers must coordinate in the target setting process.

The FTA PM focus areas and associated metrics are as follows:

Transit Asset Management (TAM)

- Equipment: Share of non-revenue vehicles that meet or exceed useful life benchmark
- Rolling Stock: Share of revenue vehicles that meet or exceed useful life benchmark
- Infrastructure: Share of track segments with performance restrictions

- Facilities: Share of transit assets with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) scaleⁱⁱⁱ

Transit Safety

- Number of transit-related fatalities
- Number of transit-related injuries
- Number of transit system safety events
- Transit system reliability

Public Transit Agency Safety Plan

On April 9, 2024, the FTA published the first major update to the Public Transportation Agency Safety Plan (PTASP) Final Rule (49 CFR §673) regulating how Chapter 53 grantees would have to implement federally mandated safety standards. The rule's effective date was May 13, 2024. The MPO's initial transit safety targets are to be set within 180 days of receipt of the safety performance targets from the transit agencies. The MPO then revisits its targets based on the schedule for preparation of its system performance report that is part of the Regional Transportation Plan (RTP). See FTA's Public Transportation Agency Safety Program page for more information about the Notice.^{iv}

The final rule specifically requires transit agencies receiving federal funds to develop a safety plan and annually self-certify compliance with that plan. The National Public Transportation Safety Plan identifies four performance measures that must be included in the transit agency safety plans: number of fatalities, number of injuries, safety events, and system reliability. Each transit agency must make its safety performance targets available to MPOs to assist in the planning process and to coordinate, to the maximum extent practicable, with the MPO in selecting regional transit safety targets.

How Kern Council of Governments Addresses Each Performance Management Focus Area

Transportation Safety (PM 1)

Kern Council of Governments set safety performance targets in February 2026 as shown in Table 1 below.

Table 1: PM 1 - Transportation Safety	Data Source	5-Year Rolling Average Targets	
		2026 Target	Percent Reduction Target
Number of motor vehicle collision fatalities	SWITRS & Kern COG Model	198	3%
Rate of motor vehicle collision fatalities (per 100 million VMT)	SWITRS, Kern COG Model & HPMS	2.14	5%
Number of motor vehicle collision serious injuries	SWITRS & Kern COG Model	523	1%
Rate of motor vehicle collision serious injuries (per 100 million VMT)	SWITRS, Kern COG Model & HPMS	5.63	3%
Number of non-motorized fatalities and serious injuries	SWITRS & Kern COG Model	143	0%

On February 19, 2026, the Kern Council of Governments approved the 2026 Kern “Toward Zero” safety targets consistent with federal methodology and directed staff to work with member agencies and stakeholders to develop projects that will accelerate attainment of the targets. The Kern COG “Toward Zero” methodology is consistent with the 2018 state safety target methodology originally recommended by Caltrans Division of Traffic Operations engineers. In addition, the Kern methodology was prepared under the supervision of a certified engineer. The methodology uses California Highway Patrol (CHP) historical accident data for Kern County. The data is extrapolated using a 5-year running average to forecast future accidents and fatalities. In addition, travel model data is used to tie the forecast to local assumed growth. Targets are essentially being set to show improvement over the previous 5 year accident data. As accidents improve, the targets will improve automatically with each annual update on a trajectory “Toward Zero.”

Kern COG strives to improve communication and coordination between public agencies and the public by identifying and engaging key transportation planning stakeholders. Through the stakeholder groups, Kern COG often identifies safety issues critical to their interests. For example, Kern COG works closely with member agencies (cities and county) and Caltrans in nominating projects for the State Highway Operations and Protection Program, Highway Safety Improvement Program, and Active Transportation Program.

Many of the projects programmed in the FTIP serve to improve safety to some extent. For some, safety is the primary objective, and for others, safety may be a single component of a more expansive scope.

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.

Kern has seen a significant increase in construction with the funds from SB1 and federal earmarks. This construction activity may be contributing to the poor performance toward the targets over a 5-year trend. The projects however are wrapping up and we should see improvements in safety upon their completion.

Three statewide funding programs dedicated to transportation safety are employed by Kern Council of Governments including:

1. Active Transportation Program (ATP)
2. Highway Safety Improvement Program (HSIP)
3. State Highway Operations & Protection Program (SHOPP) Collision Reduction

ATP

The ATP provides funding for bicycle and pedestrian projects. Since people are more vulnerable to safety risk while walking or biking as compared to traveling in a motor vehicle, any project that promotes the safe use of bicycling or pedestrian modes is likely to generate safety benefits. The ATP further emphasizes safety by allotting points for project applications that specifically seek to reduce the rate or number of pedestrian and bicyclist fatalities and injuries.

HSIP

The HSIP directly addresses transportation safety. The program's stated purpose is to "achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land." Successful project applications specifically seek to reduce collision related fatalities and injuries. The program is designed to focus local investments to locations and corridors that demonstrate the greatest need for safety improvement to implement lower cost countermeasures.

SHOPP Collision Reduction

SHOPP is the State Highway System's "fix-it-first" program that funds roadway repairs and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System (SHS). SHOPP funding is limited to capital improvement projects that do not add new roadway capacity (no new highway lanes) to the SHS, though some new auxiliary lanes may be eligible for SHOPP funding.

The Collision Reduction program is one of eight categories that make up the SHOPP, and its objective is to reduce the number or severity of collisions. The SHOPP Collision Reduction category consists of four sub-programs:

- *201.010 - Safety Improvements*: Reactive approach based on analysis of collision history
- *201.015 - Collision Severity Reduction*: Proactive approach targeted to reduce the potential for traffic collisions based on past performance of roadway characteristics

- *201.112 - Bridge Rail Replacement and Upgrade*
- *201.235 - Roadside Safety Improvements*

201.010 – Safety Improvements

The SHOPP Collision Reduction Safety Improvements sub-program is designed to reduce the number or severity of collisions on the SHS. Projects with a safety index above 200 qualify as a safety improvement project. Projects may be individual locations where the collision history indicates a pattern potentially correctable by a targeted safety improvement, such as unsafe traffic (school zone signals included), wet pavement corrections, curve corrections, shoulder widening, left-turn channelization, etc. All proposed projects will be verified by the Caltrans Office of Traffic Safety Programs in the Division of Traffic Operations before being certified as a safety improvement project.

This program also provides funding for safety improvements at sites identified in regional monitoring programs for the reduction of motor vehicle collisions, such as locations at high risk for wrong-way, multilane, cross-median, cross-centerline, and run-off-the-road collisions. The program also provides funding for non-motorized safety improvements, such as pedestrian and bicycle facilities.

The Safety Improvements program does not provide funding for relocating existing highways or projects that would add new through lanes or upgrade existing highways to a higher classification, such as conventional to expressway, regardless of the safety benefits. This program also does not include projects where the prime purpose is reducing congestion.

Highway improvement projects along an existing alignment to improve standards of width, grade, alignment, or other geometric improvements, are considered new highway construction and are included in the Caltrans STIP programs.

201.015 - Collision Severity Reduction

This sub-program is focused on upgrading existing highway safety features within the roadbed's clear recovery area to reduce the number and severity of collisions. Eligible projects may include new guardrail end treatments and crash cushions, rumble strips, glare screen, rock fall mitigation, overcrossing pedestrian fencing, crosswalk safety enhancements, and improvements that prevent roadway departure.

The Collision Severity Reduction program is designed to be proactive in enhancing safety on the State Highway System. As such, this program is not subject to a safety index analysis but will define projected collision severity reduction performance quantitatively. Projects will be prioritized based on the projected collision severity reduction benefits provided.

201.112 - Bridge Rail Replacement and Upgrade

This sub-program is focused on bringing all non-crashworthy bridge rails up to current Federal standards. The program will identify the number and locations of non-crashworthy rails and develop an implementation plan to bring these rails to the current standards. Bridge rail upgrades will not be covered by this program when they are part of any bridge rehabilitation or replacement initiated by any other action or need. Those upgrades are to be covered by the initiating program.

201.235 - Roadside Safety Improvements

This sub-program is focused on reducing roadside worker fatalities to zero and reducing employee injury rates by minimizing the frequency and duration of highway workers' exposure to traffic. Roadside Safety Improvements are an effective means to improve worker safety and reduce fatality and injury rates as

determined by site specific factors. Improving highway worker safety also improves safety for travelers on the SHS by reducing collision hazards.

Roadside safety is required to be addressed, and roadside safety improvements are to be included on all SHS roadway improvement projects. Roadside Safety Improvement Projects should be programmed to address deficiencies at locations where no roadway projects are planned. This program element is not to be used for Roadside Safety Improvements included as part of a roadway improvement project.

2026 SHOPP Collision Reduction Numbers (Statewide)

A total of 593 projects are included in the 2026 SHOPP. The 2026 SHOPP is valued at \$17.86 billion, which includes reservation amounts for several programs, including the Collision Reduction Program. The SHOPP Collision Reduction Program currently has 103 programmed safety projects totaling \$1.6 billion. The SHOPP reserves \$435 million for the 201.010 Safety Improvement program. The reserved amount will address future safety improvements as they are identified.

Table 2: Safety Projects

Summary of Safety Projects in the 2027 FTIP

Category	Number of Projects	% of Projects	Total Project Cost (All Years)	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Primarily Safety Projects	19	8%	\$166,935,030	6%	\$110,381,756	13%
Non-Safety Projects	218	92%	\$2,456,889,725	94%	\$724,598,894	87%
Total FTIP Investments	237	100%	\$2,623,824,755	100%	\$834,980,650	100%

Although some projects in the 2027 FTIP include a peripheral safety element, they were not included in the summary above.

Safety Project Highlights

Active Transportation Program Cycle 6 –KER231005

- This Safe Routes to Schools project seeks to improve pedestrian safety and accessibility in Oildale and East Bakersfield.

Highway Safety Improvement Program – KER140601

- This project seeks to improve safety in Bakersfield by installing new raised median, remove existing medians, restrict left-turn and U-turns. (H12-06-014).
- For HSIP Cycle 12, 10 projects from the Kern region were selected. The projects totaled \$17,145,100 in HSIP cycle 12 funding. Only 5 projects are programmed in the FTIP since they are federally funded while 5 are state funded.

State Highway Operations and Protection Program – KER210202

- This project seeks to improve safety by widening median and shoulders, construct rumble strips, rehabilitate drainage systems, upgrade bridge rails, and install scour protection near Inyokern on Route 14. (09-39140).

National Highway System (NHS) Pavement & Bridge Condition (PM 2)

On June 19, 2025, Kern Council of Governments reported the PM 2 targets consistent with the state targets. The PM 2 targets are contained in the following table. Jurisdictions with National Highway System (NHS) mileage in Kern include Bakersfield, California City, Caltrans, Shafter, and Kern County. Kern COG has had a long-time and successful use of State Highway Operations and Protection Program (SHOPP), Highway Bridge Program (HBP), and Regional Surface Transportation Program (RSTP) by our member agencies for state of good repair projects on federal aid system routes including the National Highway System (NHS). Kern COG will consider project delivery policies that help prioritize bridge and pavement maintenance on the NHS. Member agencies are encouraged to promote projects and policies that help improve the NHS routes in their jurisdictions.

NHS Pavement and Bridge Condition (PM 2) Targets

Table 3: PM2: NATIONAL HIGHWAY SYSTEM PAVEMENT AND BRIDGE CONDITION	Targets
Percentage of Interstate System pavement in 'Good' condition	44.8%
Percentage of non-interstate NHS pavement in 'Good' condition	13.6%
Percentage of Interstate System pavement in 'Poor' condition	5.1%
Percentage of non-interstate NHS pavement in 'Poor' condition	6.5%
Percentage of NHS bridges in 'Good' condition	36.2%
Percentage of NHS bridges in 'Poor' condition	0%

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. In addition, the Kern COG Board has prioritized maintenance projects on local NHS routes should Caltrans monitoring demonstrate failure to meet the targets.

Many of the projects programmed in the FTIP serve to improve or maintain pavement and bridge condition. The following section describes the funding sources and programs that have been used to fund PM 2 related projects in the Kern region.

Local Funds

Cities and counties spend billions of dollars each year maintaining local roads and bridges. Funding for

these efforts is derived from a myriad of sources. In a survey of California jurisdictions, for local funds alone, there are more than a hundred different sources of taxes and fees reported that are used on pavement improvement projects.^v Some examples of local funding sources include:

- Local sales taxes
- Development impact fees
- General funds
- Various assessment districts – lighting, maintenance, flood control, special assessments, community facility districts
- Traffic impact fees
- Traffic safety/circulation fees
- Utilities (e.g., stormwater, water, wastewater enterprise funds)
- Transportation mitigation fees
- Parking and various permit fees
- Flood control districts
- Enterprise funds (solid waste and water)
- Investment earnings
- Parcel/property taxes
- Indian reservation roads
- Indian gaming funds
- Vehicle registration fees
- Vehicle code fines
- Underground impact fees
- Transient occupancy taxes
- Capital Improvement Program (CIP) reserves/capital funds

Local Funds are typically used for non-regionally significant road maintenance, safety, and bridge projects. Even so, some of the PM 2 projects in the FTIP are funded through Local Funds.

State Funds

HUTA

The Highway Users Tax Account (HUTA), more commonly known as the state gas tax, is still the single largest funding source for cities and counties.

SB 1

California doubled down on PM 2 when it approved Senate Bill 1 on April 28, 2017. SB 1 increased several taxes and fees to raise more than \$5 billion annually in new transportation revenues. Moreover, SB 1 provides for inflationary adjustments, so that purchasing power does not diminish as it has in the past. SB 1 prioritizes funding towards maintenance, rehabilitation, and safety improvements on state highways, local streets and roads, and bridges and to improve the state's trade corridors, transit, and active transportation facilities.

Many SB 1 funds are not captured in the FTIP because this document focuses on federally funded and regionally significant projects, while SB 1 is a non-federal fund source that tends to pay for non-regionally significant road maintenance, safety, and bridge projects. Even so, some of the PM 2 projects in the FTIP are funded through SB 1.

Federal Funds

HBP

The Highway Bridge Program (HBP) provides federal aid to local agencies to replace and rehabilitate deficient, locally owned, public highway bridges. The HBP is intended to remove structural deficiencies, the Bipartisan Infrastructure Law (BIL) revises the terminology to “classified in poor condition,” from existing local highway bridges to keep the traveling public safe.^{vi} The HBP provides about \$288 million annually for bridge projects. Off-system bridges are usually funded at 100% HBP, while on system bridges are funded at 88.53% HBP. An exception to the federal participating rate is “high-cost” bridges, in which sponsors enter into agreements with Caltrans Local Assistance and agree on a federal participating rate which may not equal 100% or 88.53%.

BFP

Bridge Formula Program (BFP) is a new program established under the Bipartisan Infrastructure Law (BIL) to provide funding to replace, rehabilitate, preserve, protect, and construct bridges. It is a complement to the discretionary Bridge Investment Program (see below). The Bridge Formula Program under BIL provides 4.25 Billion to the State of California, of which States are required to reserve 15 percent of their formula funds under this program for use on off-system bridges. For funds used on locally owned off-system bridges, the Federal share is 100%.

SHOPP

The SHOPP was described in the section above under PM 1. Two of the eight categories of the SHOPP that address PM 2 are Bridge Preservation and Roadway Preservation.

Although the SHOPP is a program, it is often thought of as a fund source as well. The FTIP lists the fund source for most SHOPP projects as “SHOPP Advance Construction.” Caltrans blends funds from HUTA, SB 1, and federal highway funds into SHOPP, and the “SHOPP Advance Construction” designation serves as a placeholder for what may be federal or state funds.

SHOPP Roadway Preservation

The SHOPP Roadway Preservation category includes the following programs:

- 201.120 – Roadway Rehabilitation
- 201.121 – Pavement Preservation
- 201.122 – Pavement Rehabilitation
- 201.151 – Drainage System Restoration
- 201.170 – Signs and Lighting Rehabilitation

The 2026 SHOPP has 264 Roadway Preservation projects totaling \$10 billion which includes future need/contingency dollars. The SHOPP does not have a reservation for Roadway Preservation.

SHOPP Bridge Preservation

The SHOPP Bridge Preservation category includes the following programs:

- 201.110 – Bridge Rehabilitation and Replacement
- 201.111 – Bridge Scour Mitigation
- 201.113 – Bridge Seismic Restoration
- 201.114 – Bridge Widening

Federal Performance Management

- 201.116 – Bridge Formula Program
- 201.119 – Bridge Preventative Maintenance
- 201.322 – Transportation Permit Requirements for Bridges

The 2026 SHOPP has 88 Bridge Preservation projects totaling \$3.1 billion which includes future need/contingency dollars. The SHOPP does not have a reservation for Bridge Preservation.

Table 4: Pavement and Bridge Projects

Summary of NHS Pavement and Bridge Condition Programs & Projects in the 2027 FTIP

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	%of Funding in the 4-Year Element
Pavement Condition Projects	44	19%	\$1,121,740,000	43%	\$402,559,000	47%
Bridge Condition Projects	10	4%	\$21,166,557	1%	\$1,793,500	1%
Total Pavement and Bridge Condition Projects	54	23%	\$1,142,906,557	44%	\$404,352,500	48%
Non-Pavement and Bridge Condition Projects	183	77%	\$1,480,918,198	56%	\$430,628,150	52%
Total FTIP Investments	237	100%	\$2,623,824,755	100%	\$834,980,650	100%

Pavement and Bridge Condition Project Highlights

Highway Bridge Program – KER060601

- This project seeks to improve bridge condition by performing preventive maintenance over the South Fork Kern River in Kern County.

State Highway Operations and Protection Program – KER210205

- This project seeks to improve bridge condition by rehabilitating a bridge deck near Bakersfield on State Route 58 (06-0X450).

NHS Performance, Interstate System Freight Movement, and CMAQ Improvement Program Performance (PM 3)

On January 19, 2023, Kern Council of Governments reported on the Kern travel time reliability PM 3 targets consistent with the state targets. The PM 3 targets are contained in the following tables. Jurisdictions with National Highway System (NHS) mileage in Kern include Bakersfield, California City, Caltrans, Shafter, and Kern County. Kern COG has been successful in using State Highway Operations and Protection Program (SHOPP) and Senate Bill 1 Trade Corridor Enhancement Program dollars on federal aid system routes including the National Highway System (NHS). Kern COG member agencies are encouraged to promote projects and policies that will help improve the region's NHS routes.

Table 5: System Performance Measures

System Performance Measure	Applicable in Kern County?	Why? / Why Not?
Percent of Reliable Person-Miles Traveled on the Interstate	YES	Interstates traverse the Kern County region
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	YES	Kern County region contains a number of freeways, highways, and local roads on the National Highway System (NHS).
Percentage of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index)	YES	Interstates traverse the Kern County region
Total Emissions Reductions by Applicable Pollutants under the CMAQ Improvement Program	No	These measures only apply to regions with urbanized areas that contain a population greater than one million.
Annual Hours of Peak-Hour Excessive Delay Per Capita (PHED)	No	
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel	No	

Table 6: System Performance Measure Targets

Performance Measure	4-Year Target
Percent of reliable Person-Miles Traveled on the Interstate	73.8%
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	95.2%
Percentage of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time reliability Index)	1.6

Source: Caltrans Office of Multi-Modal System Planning

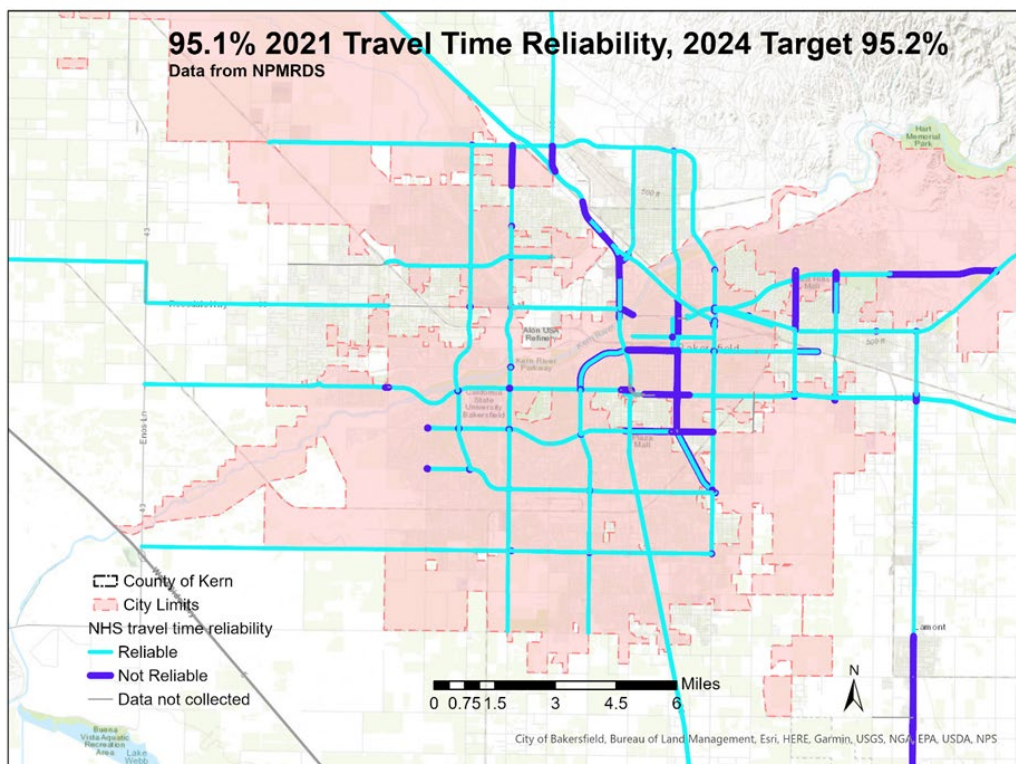
Many of the projects programmed in the FTIP serve to improve NHS performance, interstate freight movement, and CMAQ Improvement Program performance.

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. 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. An informative link on the federal performance measure process for travel time reliability is https://ops.fhwa.dot.gov/perf_measurement/reliability_measures/index.htm

and 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 1 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 1: Map of Travel Time Reliability on NHS Route



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/>

The following are funding sources and programs that help fund Non-Interstate and Interstate improvement projects:

SHOPP Mobility

The SHOPP Mobility category includes following three programs:

201.310 – Operational Improvements

201.315 – Transportation Management Systems

201.321 – Commercial Vehicle Enforcement Facilities & Weigh-In-Motion Scales

201.310 – Operational Improvements

The primary purpose of this program element is to improve traffic flow on existing State highways by reducing congestion and operational deficiencies at spot locations. Operational improvement projects do not expand the design capacity of the system.

Examples of Operational Improvements projects include, but are not limited to:

- Interchange modifications (not to accommodate traffic volumes significantly larger than what the existing facilities were designed for)
- Ramp modifications (acceleration - deceleration/weaving)
- Auxiliary lanes for merging or weaving between adjacent interchanges
- Curve corrections/improve alignment
- Signals and/or intersection improvements
- Two-way left-turn lanes
- Channelization
- Turnouts
- Shoulder widening
- HOV Degradation Mitigation
- TSMO

201.315 – Transportation Management Systems

The primary purpose of this program element is to improve traffic flow on existing State highways by addressing system-wide congestion through system management techniques. Transportation Management Systems (TMS) reduce highway user delays, enable optimization of traffic flow, provide traveler information and safety alerts, collect information on traffic behavior and contribute to the reduction of greenhouse gas emissions. TMS facilitate the real time management of the State highway system by providing accident and incident detection, verification, response, and clearance. These systems provide State highway system status information for system operators, system planners, and travelers.

Examples of Transportation Management System projects include, but are not limited to:

- Traffic signals
- Changeable message signs
- Close circuit television cameras
- Freeway ramp meters
- Traffic monitoring detection stations
- Communications systems
- Highway advisory radio
- Traffic signal interconnect projects

- Traffic management systems housed in Transportation Management Centers (TMCs), including the necessary software and hardware (excluding facilities)

201.321 – Commercial Vehicle Enforcement Facilities & Weigh-in-Motion Facilities

The primary purpose of this program element is to provide for Commercial Vehicle Enforcement Facilities (commonly called Weigh Stations) and Weigh-in-Motion (WIM) systems. Weigh Stations are needed to support the Commercial Vehicle Enforcement Plan; Truck safety, size and weight regulations are enforced by the California Highway Patrol, reducing truck related crashes or incidents and protecting our highways from premature damage. The WIM sites provide data for federally mandated data systems and special studies, design and maintenance strategies, size and weight policies, enforcement and planning strategies, and the traffic and truck volumes publications. WIM systems are integral to the CVEF bypass program which is a public/private partnership that prescreens commercial trucks, reducing congestion at weigh stations and promotes freight mobility.

The 2026 SHOPP features 27 Mobility projects programmed totaling \$674.3 million which includes future need/contingency dollars. The SHOPP does not have a reservation for Mobility.

SB 1 Trade Corridor Enhancement Program (Including the federal National Highway Freight Program)

The purpose of the Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) is to provide funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network as identified in California Freight Mobility Plan, and along other corridors that experience high volumes of freight movement. The Trade Corridor Enhancement Program also supports the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan.

This statewide, competitive program will provide approximately \$300 million per year in state funding and approximately \$515 million in National Highway Freight Program (NHFP) funds. The NHFP is authorized under the IIJA through FFY 2026.

Eligible applicants apply for program funds through the nomination of projects. All projects nominated must be identified in a currently adopted regional transportation plan (RTP). The Commission is required to evaluate and select submitted applications based on the following criteria:

- Freight System Factors – Throughput, Velocity, and Reliability
- Transportation System Factors – Safety, Congestion Reduction/Mitigation, Key Transportation Bottleneck Relief, Multi-Modal Strategy, Interregional Benefits, Advanced Technology, and Medium- and Heavy-Duty Zero-Emission Vehicle Infrastructure
- Community Impact Factors – Air Quality Impact, Community Engagement, and Economic/Jobs Growth
- The overall need, benefits, and cost of the project
- Project Readiness – ability to complete the project in a timely manner
- Demonstration of the required 30% matching funds
- The leveraging and coordination of funds from multiple sources
- Jointly nominated and/or jointly funded

Truck Travel Discussion

This TIP includes a STIP project on State Route 58 for truck climbing lanes. This project will support safe, efficient, reliable, and sustainable freight flow by removing the queuing delays of freight trucks. This TIP also includes an SB 1 TCEP project connecting southbound SR 99 to westbound SR 58. The proposed connector will provide a final connector movement between the SR 99 and SR 58 freeway interchange that will allow for truck and auto traffic to avoid the local street system for the transition from one highway to another.

CMAQ Improvement Program

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program supports improving air quality and relieving roadway congestion. The purpose of the CMAQ Improvement Program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (both PM10 and PM2.5).

Table 7: PM 3 Projects

Summary of the NHS Performance, Interstate System Freight Movement, and CMAQ Improvement Program Performance Projects in the 2027 FTIP

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Interstate Reliability Projects	0	0%	\$0	0%	\$0	0%
Non-Interstate Reliability Projects	10	4%	\$180,232,886	7%	\$87,314,323	11%
Truck Travel Time Projects	0	0%	\$0	0%	\$0	0%
CMAQ Projects	53	22%	\$103,176,215	4%	\$59,166,457	7%
Total PM 3 Projects	63	27%	\$283,409,101	11%	\$146,480,780	18%
Non-PM 3 Projects	174	73%	\$2,340,415,654	89%	\$688,499,870	82%
Total FTIP Investments	237	100%	\$2,623,824,755	100%	\$834,980,650	100%

PM 3 Project Highlights

Congestion Mitigation and Air Quality (CMAQ) Improvement Program – KER260501

- This project seeks to improve air quality by promoting ridesharing throughout Kern County. The program includes a website, ridematching service, social media promotions, and outreach support. It is a critical service to our member agencies to assist them in reducing the carbon emissions being released by single occupied vehicles that are used for daily commutes to work or school.

Transit Asset Management (TAM)

The table below provides a summary of the performance measures designated for Transit Asset Management (TAM).

Table 8: Transit Asset Management Performance Measures		
Asset Category	Performance Measurement	Asset Class Examples
Rolling Stock - (revenue service vehicles) (Age)	Percentage of revenue vehicles within a particular asset class that have met or exceeded useful life benchmark (ULB).	40-foot bus, 60-foot bus, vans, automobiles, locomotives, rail vehicles
Equipment – (non-revenue) service vehicles (Age)	Percentage of vehicles that have met or exceeded their ULB.	Cranes, prime movers, vehicle lifts, tow trucks, vans, automobiles
Infrastructure-rail fixed-guideway track, signals, and systems (Condition)	Percentage of track segments, signal, and systems with performance restrictions.	Signal or relay house, interlockings, catenary, mechanical, electrical and IT systems
Stations/Facilities (Condition)	Percentage of facilities within an asset class, rated below 3 on the Transit Economic Requirements Model scale.	Stations, depots, administration, parking garages, terminals, shelters

The TAM targets provided below were produced collaboratively with transit agencies based on their agency TAM plans and local targets. In developing the targets, Kern COG reviewed and considered the various local and regional transit operators' TAM plans (including identified goals, objectives, measures, and targets), thereby incorporating them into the metropolitan planning process.

This section presents the TAM performance measures and targets adopted by Delano Area Rapid Transit and Golden Empire Transit District.

The two public transportation reporting entities provided their targets to Kern COG as shown in Table 9 and 10. The regional targets are presented in tabular form to account for the differences in targets and

Federal Performance Management

standards among the providers of public transportation. Targets represent the thresholds for the maximum percentage of assets at or exceeding acceptable standards. In most cases for the target-setting process, providers set targets that were approximately equivalent to their current performance. In future years, staff will work with the providers of public transportation to collate performance.

Table 9: Delano - Transit Asset Management Targets

Asset Category Performance Measure	Asset Class	2019 Target
Rolling Stock <i>% of revenue vehicles > ULB</i>	Cutaway bus	27%
	Mini-van	50%
	Trolleybus	100%
Equipment <i>% of non-revenue vehicles > ULB</i>	Non-Revenue/Service Automobile	100%
	Custom 1	5%
	Custom 2	90%
Facilities <i>% of facilities < TERM scale 3</i>	Administration	5%
	Maintenance	5%
	Passenger Facilities	20%

Notes: ULB = Useful Life Benchmark, TERM = Transit Economic Requirements Model (FTA), Custom 1 = CNG Facility, Custom 2 = Security System

Table 10: Golden Empire Transit District - Transit Asset Management Targets

Reporting Entity	Rolling Stock	Equipment	Facilities	Infrastructure
	<i>% of revenue vehicles > ULB</i>	<i>% of non-revenue vehicles > ULB</i>	<i>% of facilities < TERM scale 3</i>	<i>% of track segments with restrictions</i>
Golden Empire Transit District	0%	8%	0%	N/A

Notes: ULB = Useful Life Benchmark, TERM = Transit Economic Requirements Model (FTA)

Kern COG will continue to work with the region's transit operators to seek ways to improve the methodology, data collection, and analysis for future RTP updates, and to continue engaging in a regional discussion about transit state of good repair and the need for additional funding. Each transit agency is encouraged to apply for funding through various competitive funding programs and have been successful in acquiring a portion of these funds to help meet TAM targets. Kern COG meets with each transit agency on a regular basis through the Transit Operators Committee meetings and individual meetings to discuss and identify transit projects for inclusion in the FTIP that also help to meet TAM targets.

Delano Area Rapid Transit and Golden Empire Transit District have developed and adopted TAM plans and targets, which are posted on the Kern COG website and available from transit operators. TAM category projects may also be supported by state, local, and other federal funding sources (e.g., FTA Section 5337 State of Good Repair, FTA 5307, FTA 5339 formula funds, and FHWA flexible funds such as CMAQ and STBG). The funding and the program of projects in the FTIP will enable the transit operators to achieve their respective transit asset management performance targets.

Table 11: TAM Projects

Summary of Transit Asset Management Projects in the 2027 FTIP

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Transit Asset Projects	13	5%	\$61,167,023	2%	\$13,966,032	2%
Non-Transit Asset Projects	224	95%	\$2,562,657,732	98%	\$821,014,618	98%
Total FTIP Investments	237	100%	\$2,623,824,755	100%	\$834,980,650	100%

There are 13 projects in the 2027 FTIP with \$49,059,857 in FTA funds and \$12,107,166 in local funds that support the maintenance or replacement of transit assets.

Transit Asset Management Project Highlights

The FTIP includes funding from multiple FTA sources for projects that support TAM and maintaining a state of good repair. Examples of these projects include rural and urban capital assistance programs, rolling stock acquisition, maintenance, and overhauls, bus fleet rehabilitation and replacement, track and rail yard maintenance and improvements and maintenance of passenger facilities. For the Kern region key projects that address TAM include:

- KER260801 Preventive Maintenance for Golden Empire Transit District
- KER260803 13 Paratransit Buses for Golden Empire Transit District

Public Transportation Agency Safety Plans (PTASP)

Transit safety targets must be set every four years and be included in the MPO's Regional Transportation Plan (RTP). The goals, objectives, performance measures, and targets from the transit providers' safety plans must also be integrated into the RTP, either directly or by reference.

The National Public Transportation Safety Plan identifies four performance measures that must be included: fatalities, injuries, safety events, and system reliability. Definitions for transit safety performance measures are as described in the NTD Safety and Security Manual.

Transit providers may choose to establish additional targets for safety performance monitoring and measurement.

The following table documents existing performance targets set by Delano Area Rapid Transit (December 2020).

Table 12: Delano - Safety Performance Targets

Federal Performance Management

Mode of Service	Fatalities	Fatalities (per 100,000 VRM)	Injuries	Injuries (per 100,000 VRM)	Safety Events	Safety Events (per 100,000 VRM)	System Reliability
Fixed Route Bus Transit	0	0	0	0	3	0.00001715	0.00003
Paratransit	0	0	0	0	5	0.00003	0.000125

Safety is a top priority and core value of Delano Area Rapid Transit (DART), and managing safety is a core business function. DART will develop, implement, maintain, and continuously improve processes to ensure the safety of their customers, employees, and the public. DART's overall safety objective is to proactively manage safety hazards and their associated safety risk, with the intent to eliminate unacceptable safety risk in their transit operations.

DART developed safety performance targets will be reviewed annually. Targets will be transmitted to Caltrans and Kern COG.

Pursuant to 49 CFR Part 673.31, DART maintains records related to the Safety Plan and Safety Management Systems (SMS) implementation for a minimum of three years. These documents include but are not limited to the results from SMS processes and activities. DART will make these documents available to Federal Transit Administration, Caltrans and other Federal and state agencies upon request.

The following table documents existing performance targets set by Golden Empire Transit District (June 2020).

Table 13: Golden Empire Transit District - Safety Performance Targets

Mode of Service	Fatalities	Fatalities (per 100,000 VRM)	Injuries	Injuries (per 100,000 VRM)	Safety Events	Safety Events (per 100,000 VRM)	System Reliability
Fixed Route Bus Transit	0.2	0.0	15.8	0.4	13.2	0.3	18,936
Paratransit	0	0	0.6	0.1	1	0.1	73,148

Golden Empire Transit District (GET) is committed to implementing the Agency Safety Plan. Safety is a core value at GET and the management of safety is a core business function. GET is committed to developing, implementing, maintaining, and continually improving processes to ensure the safety of their customers, employees, and the public. All levels of management and all employees are accountable for the delivery of this highest level of safety performance.

GET will notify Caltrans that the plan is compliant. Federal Transit Administration (FTA) will use its triennial oversight review program to assess compliance with the requirement. GET will continue to identify safety responsibilities for all job functions, review job descriptions to ensure that SMS roles, responsibilities and

Federal Performance Management

processes are included, and capture new SMS practices. GET developed safety performance targets will be reviewed annually. Targets will be transmitted to Caltrans and Kern COG as necessary.

As required by the FTA, GET will maintain documents that set forth the safety plan, including those related to Safety Management Systems (SMS) implementation, and these documents will be made available upon request by FTA and other agencies with safety jurisdiction. GET will maintain these documents for a minimum of three years after they are created as required.

Table 14: PTASP Projects

Summary of Transit Safety Projects in the 2027 FTIP

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Transit Safety Projects	15	6%	\$69,205,357	3%	\$13,966,032	2%
Non-Transit Safety Projects	222	94%	\$2,554,619,398	97%	\$821,014,618	98%
Total FTIP Investments	237	100%	\$2,623,824,755	100%	\$834,980,650	100%

Note: Some projects identified for TAM may also benefit Transit Safety.

There are 15 projects in the 2027 FTIP with \$55,490,525 in FTA funds and \$13,714,832 in local funds that specify the maintenance or replacement of transit assets.

Transit Safety Project Highlights

The FTIP includes funding from multiple FTA sources for projects that support transit safety. Examples of these projects include bus replacement, bus pullouts, bulb-outs, bus stop improvements, light rail crossing improvements, train control, grade separations. For the Kern region key projects that address transit safety include:

- KER260801 Preventive Maintenance for Golden Empire Transit District
- KER260803 13 Paratransit Buses for Golden Empire Transit District

Footnotes

ⁱ [23 CFR § 450.326 \(c\)](#)

ⁱⁱ [23 CFR § 450.326 \(d\)](#)

ⁱⁱⁱ The TERM scale is a measure of condition used in the National Transit Database (NTD). This is the five-point scale that agencies use to report the condition of their facility assets. An asset is deemed to be in good repair if it has a rating of 3, 4, or 5 on this scale.

^{iv} Final Rule: Public Transportation Agency Safety Plans (PTASP), FTA

(<https://www.transit.dot.gov/regulations-and-programs/safety/public-transportation-agency-safety-program/final-rule-public>)

^v California Statewide Local Streets and Roads Needs Assessment, April 2023,

<https://savecaliforniastreet.org/wp-content/uploads/2023/05/Statewide-Needs-2022-FINAL.pdf>

^{vi} Chapter 6 Highway Bridge Program, January 2025.

<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lapg/g06.pdf>

APPENDIX I: Expedited Project Selection Procedures for 2027 TIP



**Kern Council
of Governments**

July 15, 2010

Cindy McKim
Director, Caltrans
P.O. Box 942873
Sacramento, CA 94273-0001

Attention: Rachel Falsetti, Chief, Division of Transportation Programming
Subject: Expedited Project Selection Procedures

Dear Ms. Falsetti:

Federal Regulations 23 Code of Federal Regulations (CFR) Part 450 and Title 23 of the United States Code (USC) allow for the movement of projects within the four year element of the Federal Transportation Improvement Program (FTIP) subject to procedures agreed to by the cooperating parties. This letter is to certify that the Kern Council of Governments (Kern COG) as the Metropolitan Planning Organization (MPO), Regional Transportation Planning Agency (RTPA) and Transit Operator for the Kern County region, has in place a formal project selection process agreed to by all of the region's partners.

Kern COG and the California Department of Transportation (Caltrans) have implemented a project selection process for its Federal Transportation Improvement Program (FTIP) as required by Federal Regulations 23 Code of Federal Regulations (CFR) Part 450 and Title 23 United States Code (USC), and as outlined in the attached table. The Kern COG and State have selected all of the projects in the first four years of the FTIP based on the attached table for Project Selection Procedures. It has been agreed by all member agencies represented by Kern COG and Caltrans per 23 CFR 450.220 that the projects within the first four years of the FTIP may be advanced within the four year period of the Federal Statewide Transportation Improvement Program (FSTIP) subject to the conditions of the Expedited Project Selection Procedures outlined below.

The Kern Council of Governments signature below acknowledges that advancing of projects under such agreement does not invalidate the financial constraint of its FTIP.



Ronald E. Brummett
Executive Director
Kern Council of Governments



Date

CC: Sharri Bender Ehlert, Interim Caltrans District 6 Director
Jim Perrault, Caltrans Office of Local Assistance District 6
Tom Hallenbeck, Caltrans District 9 Director

Project Selection Procedures - Consultation and Cooperation Requirements

Region	Project Type	Selecting Agency	Selection Procedure	Consulted/cooperating Agency
MPO: Kern COG	Projects funded with title 23 – except: Federal Transit Act funds, projects on the NHS, and HBP, IM and FLHP funded projects	MPO	Consultation	State and Kern COG
	Projects funded with Federal Transit Act funds	MPO	Consultation	State, Kern COG, Golden Empire Transit
	Projects on the NHS, and projects funded under the HBP and IM programs	State	Cooperation	MPO
	Projects funded with Federal Lands Highway Program (FLHP) funds	Selected in accordance with 23 U.S.C. 204		

APPENDIX J: CTIPS Project Listing

2027 Federal Transportation Improvement Program
Regional Adoption

CTIPS Project Listings

Kern Council of Governments

PDF
page

2	LISTING OF HIGHWAY PROJECTS
3	State Highway / Regional Choice Program
29	State Highway Operations and Protection Program (SHOPP, Minor Program)
38	LOCAL STREETS AND ROADS LIST OF PROJECTS
39	Safety Program [Highway Bridge Program (HBP), Highway Safety Improvement Program (HSIP)]
45	Regional Surface Transportation Program [RSTP, Highway Infrastructure Program (HIP)]
63	Congestion Mitigation and Air Quality (CMAQ) Improvement Program [CMAQ Non-transit projects, Carbon Reduction Program]
78	MASS TRANSPORTATION LIST OF PROJECTS
79	Transit Program (Non-CMAQ)
112	Congestion Mitigation and Air Quality (CMAQ) Improvement Program (CMAQ Transit Projects)
119	NON-MOTORIZED TRANSPORTATION LIST OF PROJECTS
120	Non-Motorized Program (Bike Projects)
125	Non-Motorized Program (Landscape/Pedestrian Projects)
131	Transportation Enhancement Activities Program

Note: CTIPS Report is available on the Kern COG website at
<https://www.kerncog.org/category/docs/ftip/>

LISTING OF HIGHWAY PROJECTS

State Highway / Regional Choice Program

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO: 3525	EA: 48450	CTIPS ID: 204-0000-0191	TITLE (DESCRIPTION): HAGEMAN FLYOVER (IN BAKERSFIELD: EXTEND HAGEMAN ROAD EASTERLY ACROSS STATE ROUTE 99 AND CONNECT WITH STATE ROUTE 204)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER020604		EPA TABLE II or III EXEMPT CATEGORY Null
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Bakersfield, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	55,000,000	8,723,000	

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE									
	RW	3,472,000								3,472,000
* Fund Type: City Funds	CON		55,000,000							55,000,000
* Funding Agency:	Total:	3,472,000	55,000,000							58,472,000

* RIP -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE									
	RW	2,686,000								2,686,000
* Fund Type: COVID Relief Funds - STIP	CON									
* Funding Agency:	Total:	2,686,000								2,686,000

* Other Fed -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE									
	RW	2,565,000								2,565,000
* Fund Type: Coronavirus Response and Relief Supplemental Appro	CON									
* Funding Agency:	Total:	2,565,000								2,565,000

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW	8,723,000								8,723,000
	CON		55,000,000							55,000,000
	Total:	8,723,000	55,000,000							63,723,000

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

PDF page 5

2027 FTIP

Comments:

***** Version 1 - 01/29/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-40 KER08RTP013

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 01/31/24 *****

Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-30 KER08RTP013

Prior Yr Status: ---

Total Project Cost: ---

***** Version 2 - 02/13/2023 *****

Per 1/25/23 CTC approved STIP Amendment: move \$3,472,000 local RW from prior year to FY 22/23; delete \$279,000 local RW prior year; move \$25,493,000 CON STIP AC from FY 25/26 to FY 23/24 and change to Local; move \$29,507,000 CON local from FY 25/26 to FY 23/24

RTP Reference: 2022 RTP p.5-30 KER08RTP013

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 02/01/22 *****

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-30 KER08RTP013

Prior Yr Status: RW in progress

Total Project Cost: ---

***** Version 20 - 06/22/2021 *****

Per 6/23/21 CTC approval: revise \$2,686,000 Local RW FY 22/23 to COVID 21; revise \$2,565,000 Local RW FY 22/23 to CRRSAA

***** Version 1 - 08/17/20 *****

Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-6 KER08RTP013

Prior Yr Status: in design

Total Project Cost: ---

***** Version 1 - 05/14/18 *****

Project data transfered from 2016 FTIP.

***** Version 17 - 06/19/2017 *****

Per TRIP 6/23/17 letter; delete \$215,589 Local PE prior year; add \$265,589 NCIP PE prior year; delete \$881,606 Local RW prior year; delete \$2,945,393 NCIP RW prior year; add \$8,723,000 Local FY 18/19

***** Version 1 - 06/08/16 *****

Project data transfered from 2014 FTIP.

REVISED RECORD - Per TRIP 5/2/16 email: move CON to FY 18/19

***** Version 1 - 06/25/14 *****

Project data transfered from 2012 FTIP.

***** Version 14 - 06/28/2013 *****

Delete \$2,655,900 NCIP & \$344,100 local PE FY 12/13

***** Version 13 - 02/08/2013 *****

Move \$55,000,000 local CON from FY 17/18 to FY 15/16

***** DFTIP Version 1 - 04/26/2012 *****

Delete PE \$4,325,050 local, move PE \$974,950 local from FY 11/12 to FY 12/13; Add PE \$7,525,050 PNRS to FY 12/13; delete \$2,898,550 local, move RW \$401,450 local from FY 11/12 to FY 13/14; add RW \$3,098,550; move CON \$55,000,000 local from FY 13/14 to FY 17/18

***** Version 11 - 02/10/2011 *****

Move \$2,600,000 local PE FY10/11 to FY 11/12 & add \$2,700,000; Delete \$9,700,000 local RW FY 11/12; Move \$47,500,000 local CON FY 12/13 to FY 13/14 & add \$7,500,000

***** Version 10 - 07/15/2010 *****

RTP Reference: KER08RTP013;

Prior Yr Status: ---;

Future Cost Est: ---

***** Version 9 - 06/04/2009 *****

Delete \$1,389,980 NCIP \$510,020 local of PE in FY 10/11; Move RW from FY 10/11 to FY 11/12 and add \$7,900,000 local to RW; Move CON from FY 11/12 to FY 12/13 and delete \$22,900,000 local

***** Version 8 - 10/29/2008 *****

RW & CON included in Amend.2

Revisions include adding \$5,100,000 local to RW in FY 10/11; \$70,400,000 local to CON in FY 11/12

***** Version 7 - 07/23/2008 *****

"R/W & CON not included for Interim FTIP purposes"

Revisions include: (EPSP approved 1/2/08 moved from FY 06/07 to 07/08) added \$7,900,000; demo \$4,400,000, local \$3,500,000

***** Version 6 - 05/23/2007 *****

***** Version 5 - 01/23/2007 *****

Programming moved from FY 05/06 to FY 06/07

***** Version 4 - 09/05/2006 *****

***** Version 3 - 10/20/2005 ***** Earmark funding from SAFETEA-LU introduced.

***** Version 2 - 06/04/2004 *****

KCOG Access database was used for Regional Adoption of 2004 FTIP.

***** Version 1 - 07/16/2002 *****

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0391	TITLE (DESCRIPTION): CENTENNIAL CORRIDOR (IN BFL: CENTENNIAL CORRIDOR (ELEMENT OF BFL BELTWAY SYSTEM), I-5 TO SR58 AT COTTONWOOD; NEW 6 LN FWY FM SR58/SR99 TO WESTSIDE PWY (SR58 CONNECTOR); OP IMPROVE (\$2,296,294 toll credits as part of match))	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER050104		EPA TABLE II or III EXEMPT CATEGORY Null
COUNTY: Kern County	ROUTE:	PM:			

IMPLEMENTING AGENCY: Bakersfield, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	327,044,412	7,020,000	69,489,712

* Other Fed -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 7	PE	61,519,242								61,519,242
	RW	7,020,000								7,020,000
* Fund Type: NATIONAL CORRIDOR INFRASTRUCTURE IMPROVEMENT PROGRA	CON	85,606,194								85,606,194
* Funding Agency:	Total:	154,145,436								154,145,436

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 7	PE	7,970,470								7,970,470
	RW									
* Fund Type: City Funds	CON	115,811,047								115,811,047
* Funding Agency:	Total:	123,781,517								123,781,517

* Other Fed -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 7	PE									
	RW									
* Fund Type: PROJECTS OF NATIONAL AND REGIONAL SIGNIFICANCE	CON	19,602,578								19,602,578
* Funding Agency:	Total:	19,602,578								19,602,578

* Federal Disc. -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 7	PE									
	RW									
* Fund Type: Earmark Repurposing	CON	64,593								64,593
* Funding Agency:	Total:	64,593								64,593

* SHOPP - Mobility -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 7	PE									
	RW									
* Fund Type: SHOPP Advance Construction (AC)	CON	30,960,000								30,960,000
* Funding Agency:	Total:	30,960,000								30,960,000

* State SB1 -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 6 of 7	PE									
	RW									
* Fund Type: Road Repair and Accountability Act of 2017	CON	25,000,000								25,000,000
* Funding Agency:	Total:	25,000,000								25,000,000

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

2027 FTIP

PDF page 7

* Federal Disc. -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 7	PE									
	RW									
* Fund Type: Infrastructure For Rebuilding America (INFRA)Grant	CON	50,000,000								50,000,000
* Funding Agency:	Total:	50,000,000								50,000,000

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	69,489,712								69,489,712
	RW	7,020,000								7,020,000
	CON	327,044,412								327,044,412
	Total:	403,554,124								403,554,124

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

PDF page 8

2027 FTIP

Comments:

***** Version 1 - 01/29/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-40

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 01/31/24 *****

Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-95

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 02/01/22 *****

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-95

Prior Yr Status: CON in progress

Total Project Cost: --

***** Version 1 - 08/17/20 *****

Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-6 KER08RTP020

Prior Yr Status: CON in progress

Total Project Cost: ---

***** Version 23 - 12/21/2018 *****

Per TRIP: Move \$13,000,000 NCIIP prior year to FY 18/19 and add \$30,000,000 NCIIP; Add \$3,679,412 Local FY 18/19; Move \$63,211,000 STIP AC FY 19/20 to FY 18/19 and Change to Local

Note: \$90,935,015 Local funding in FY 18/19 is accounted for as follows -

\$63,211,000 Local money for STIP AB3090 (STIP Amendment 18S-07)

\$5,918,303 NCIIP Local match

\$21,805,712 Local

***** Version 1 - 05/14/18 *****

Project data transfered from 2016 FTIP.

Per TRIP; revise FY 17/18, 18/19, 19/20

***** Version 20 - 05/01/2018 *****

Per CTC approval of SB 1 Trade Corridor Enhancement Program of Projects expected at May 16-17, 2018 CTC meeting; Change \$25,000,000 Local CON FY 18/19 to SB 1

***** Version 19 - 02/08/2018 *****

Per 2016 SHOPP amendment and SHOPP allocation vote expected March 21-22, 2018 CTC meeting; change fund source for Belle Terrace portion of Centennial Corridor project; Change

\$30,960,000 Local CON FY 17/18 to SHOPP AC

***** Version 18 - 06/19/2017 *****

Per TRIP 6/23/17 letter; move \$2,256,001 PNRS CON FY 18/19 to FY 16/17; move \$563,999 Local CON FY 18/19 to FY 16/17; move \$122,613,999 Local CON FY 18/19 to FY 17/18; move

\$2,679,804 Local CON FY 18/19 to FY 17/18 and change fund source to NCIIP; move \$2,405,858 Local CON FY 18/19 to 17/18 and change to PNRS; move \$12,300,339 PNRS CON FY 18/19 to

FY 17/18; change fund source \$64,593 Local CON FY 18/19 to EARREPU

***** Version 1 - 06/08/16 *****

Project data transfered from 2014 FTIP.

Per 5/2/16 Bakersfield email; revise FY 15/16, 16/17, 17/18, 18/19

\$2,296,294 NCIIP shown in FFY 15/16 RW is toll credit

***** Version 16 - 06/10/2015 *****

Per 5/29/15 Bakersfield letter; move \$20,020,000 NCIIP RW from FY 14/15 to FY 15/16; change \$6,992,480 local to PNRS FY 15/16 (savings from KER130106 as part of amendment 7); change

\$1,715,922 local to PNRS FY 15/16 (savings from KER130101).

***** Version 15 - 01/30/2015 *****

Per 2/2/15 Bakersfield letter; move \$4,860,042 NCIIP RW to PE in FY 14/15; move \$5,119,958 NCIIP RW FY14/15 to CON FY15/16; move \$34,888,932 NCIIP CON FY 17/18 to CON FY 15/16;

move \$629,670 local CON FY17/18 to PE FY 14/15; move \$16,947,110 local CON FY 17/18 to CON FY15/16; delete \$14,450,288 local CON FY17/18.

\$2,296,294 NCIIP shown in FFY 14/15 RW is toll credit

***** Version 1 - 06/25/14 *****

Project data transfered from 2012 FTIP.

Move RW FY13/14 to FY14/15; move CON FY15/16 to FY17/18; delete \$29,000,000 City local FY 15/16; add \$29,000,000 RIP FY 17/18

***** Version 13 - 11/04/2013 *****

Delete \$165,000,000 RW NCIIP FFY 13/14 (move to KER130105); Move \$29,577,132 NCIIP &\$9,311,068 Local CON FFY 13/14 to FFY 15/16; Delete \$79,361,569 PNRS &\$49,750,231 Local

CON FFY 13/14; Add \$5,311,800 NCIIP CON FFY 15/16

\$3,441,000 NCIIP shown in FFY 13/14 RW is toll credit

***** Version 12 - 06/28/2013 *****

Move \$195,000,000 NCIIP RW FFY 12/13 to FFY 13/14; Add \$2,655,900 NCIIP &\$8,423,606 local to CON FFY 13/14; Delete \$11,079,506 PNRS CON FFY 13/14; Delete \$6,600,000 local CON

FFY 15/16

\$22,366,500 NCIIP shown in FFY 13/14 RW is toll credit

RTP Reference: KER08RTP020;

Prior Yr Status: ---;

Future Cost Est: ---

***** Version 11 - 02/08/2013 *****

Move \$3,629,730 NCIIP from CON FY 15/16 to PE FY 12/13; Move \$470,270 local from CON FY 15/16 to PE FY 12/13; Move \$26,921,232 NCIIP from CON FY 15/16 to CON FY 13/14; Move

\$50,637,693 local from CON FY 15/16 to CON FY 13/14; Delete \$4,900,000 local FY 15/16; Move \$90,441,075 PNRS from CON FY 15/16 to FY 13/14

***** Version 10 - 01/11/2013 *****

Add \$8,764,470 NCIIP PE FY 12/13; add \$1,135,530 local PE FY 12/13; change \$3,177,618 NCIIP CON FY 15/16 to PNRS; change \$15,112,013 local CON FY 15/16 to PNRS

***** DFTIP Version 1 - 04/23/2012 *****

Add PE \$4,426,500 NCIIP &\$573,500 local in FY 12/13; move RW \$68,407,000 NCIIP from FY13/14 to FY 12/13 and add \$126,593,000 NCIIP; delete RW \$38,878,000 local; delete CON

\$142,954,900 NCIIP; add CON \$127,635,456 local; move RW \$59,798,000 PNRS from FY 13/14 to CON FY 15/16; add CON \$12,353,444 PNRS

\$22,366,500 NCIIP shown in FFY 12/13 RW is toll credit

***** Version 8 - 01/16/2012 *****
Changed description; move PE to FY12/13 &delete \$15,846,870 NCIP from FY11/12; move PE to FY12/13 &delete \$2,053,130 local from FY11/12; move RW to FY 13/14 &delete \$90,947,000 NCIP from FY 12/13; move RW to FY13/14 &add \$18,232,000 local to FY13/14; move CON \$44,265,000 NCIP from FY13/14 to FY14/15; delete CON \$26,460,000 PNRS in FY13/14; move CON \$29,276,000 NCIP from FY14/15 to FY15/16; add \$102,793,870 NCIP to CON FY15/16; delete CON \$46,258,000 PNRS; move CON \$190,748,520 local from FY14/15 to FY 15/16 &delete \$35,468,870 local FY 14/15
***** Version 7 - 07/15/2010 *****
Changed description; moved RW to FY 12/13; add \$73,889,610 NCIP CON, \$241,952,390 local CON, \$86,258,000 PNRS CON

RTP Reference: KER08RTP020;
Prior Yr Status: ---;
Future Cost Est: \$650,000,000
***** Version 6 - 06/04/2009 *****
Change description; Add \$33,552,870 NCIP PE, \$4,347,130 local PE, \$159,354,000 NCIP RW, \$20,646,000 local RW in FY 11/12
***** Version 5 - 07/23/2008 *****
Revisions include: (EPSP approved 1/2/08 moved from FY 06/07 to 07/08) changed description and removed \$17,358,523; demo \$15,367,500, local \$1,991,023
***** Version 4 - 05/23/2007 *****
***** Version 3 - 01/23/2007 *****
Programming moved from FY 05/06 to FY 06/07.
***** Version 2 - 09/05/2006 *****
***** Version 1 - 10/20/2005 *****
Earmark funding from SAFETEA-LU introduced

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: 06	PPNO: 3705B	EA: 48460	CTIPS ID: 204-0000-0889	TITLE (DESCRIPTION): AB3090 REIMBURSEMENT (AB3090 REIMBURSEMENT PROJECT)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER180102		
COUNTY: Kern County	ROUTE:	PM:			EPA TABLE II or III EXEMPT CATEGORY Null

IMPLEMENTING AGENCY: Bakersfield, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	03/16/2026	CVALLE	Adoption - Carry Over	0	63,211,000		

* RIP -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
* Fund Type: STIP Advance Construction	RW									
* Funding Agency:	CON	63,211,000								63,211,000
	Total:	63,211,000								63,211,000

Comments:

***** Version 1 - 01/29/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.6-7
Prior Yr Status: Project Completion Pending
Total Project Cost: ---

***** Version 1 - 04/17/24 *****

Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.6-6
Prior Yr Status: Project Completion Pending
Total Project Cost: ---

***** Version 1 - 02/01/22 *****

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.6-6
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 08/17/2020*****
Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-6 KER08RTP020
Prior Yr Status: ---
Total Project Cost: ---
***** Version 2 - 12/21/2018 *****
Project from 2017 FTIP; New in 2019 FTIP
***** Version 1 - 11/08/2018 *****
On October 18, 2018 the CTC approved STIP Amendment 18S-07

Note related project KER050104

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

DIST: 06	PPNO: 8042B	EA: 45712	CTIPS ID: 104-0000-0336	TITLE (DESCRIPTION): FREEMAN GULCH WIDENING - SEGMENT 2 (NEAR RIDGECREST: SR14 FROM 4.8 MILES SOUTH SR 178 WEST TO 0.5 MILE NORTH OF SR178 WEST; CONVERT 2-LANE CONVENTIONAL HWY TO 4-LANE EXPRESSWAY (SEGMENT 2))	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY Null
CT PROJECT ID: 0612000197			MPO ID.: KER120105		
COUNTY: Kern County	ROUTE: 14		PM: 53.000 / 58.300		

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0			3,701,000

* RIP - Regional Improvement Program		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE	1,960,000								1,960,000
* Fund Type: STIP Advance Construction	RW									
* Funding Agency: Kern Council of Governments	CON									
	Total:	1,960,000								1,960,000

* RIP - Regional Improvement Program		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE	260,000								260,000
* Fund Type: STIP Advance Construction	RW									
* Funding Agency: Mono County Local Transportation Commission	CON									
	Total:	260,000								260,000

* IIP - Interregional Improvement Program		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE	1,481,000								1,481,000
* Fund Type: STIP Advance Construction	RW									
* Funding Agency: Caltrans	CON									
	Total:	1,481,000								1,481,000

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	3,701,000								3,701,000
	RW									
	CON									
	Total:	3,701,000								3,701,000

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

PDF page 12

2027 FTIP

Comments:

***** Version 1 - 01/29/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-41 KER08RTP017

Prior Yr Status: design delayed

Total Project Cost: \$42,000,000

***** Version 1 - 01/31/24 *****

Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-31 KER08RTP017

Prior Yr Status: design delayed

Total Project Cost: \$42,000,000

***** Version 1 - 02/01/22 *****

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-31 KER08RTP017

Prior Yr Status: design delayed

Total Project Cost: \$42,000,000

***** Version 1 - 08/17/20 *****

Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-6 KER08RTP017

Prior Yr Status: design delayed

Total Project Cost: \$42,000,000

***** Version 1 - 05/14/18 *****

Project data transfered from 2016 FTIP.

***** Version 1 - 06/08/16 *****

Project data transfered from 2014 FTIP.

Per 2016 STIP delete RW FY 16/17

***** Version 1 - 06/25/14 *****

Project data transfered from 2012 FTIP.

***** Version 1 - 04/27/12 *****

Project data transfered from 2012 STIP.

RTP Reference: KER08RTP017; Prior Yr Status: ---; Future Cost Est: \$42,000,000

***** Version 1 - 04/12/12 *****

New project per 2012 STIP Adoption Resolution G-12-05 - rw

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

DIST: 06	PPNO: 3386C	EA: 44254	CTIPS ID: 104-0000-0338	TITLE (DESCRIPTION): ROUTE 46 CONVENTIONAL HIGHWAY - SEGMENT 4A (IN AND NEAR LOST HILLS: SR 46 FROM LOST HILLS RD TO 0.9 MILE EAST OF I-5; WIDEN FROM TWO TO FOUR LANES (SEGMENT 4A) (toll credit applies to PE & RW))	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY Null
CT PROJECT ID: 0612000175			MPO ID.: KER120106		
COUNTY: Kern County	ROUTE: 46		PM: 30.500 / 33.500		

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	28,960,000	10,792,000	4,430,000

* Demo - High Priority Project / Demonstration Projects		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 4	PE	3,050,000								3,050,000
	RW	8,392,000								8,392,000
* Fund Type: Demonstration-State TEA21	CON	2,159,000								2,159,000
* Funding Agency:	Total:	13,601,000								13,601,000

* RIP -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 4	PE	980,000								980,000
	RW	1,200,000								1,200,000
* Fund Type: STIP Advance Construction	CON	3,942,000								3,942,000
* Funding Agency: Kern Council of Governments	Total:	6,122,000								6,122,000

* IIP -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 4	PE	400,000								400,000
	RW									
* Fund Type: STIP Advance Construction	CON									
* Funding Agency:	Total:	400,000								400,000

* TCRP (Committed) -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 4	PE									
	RW	1,200,000								1,200,000
* Fund Type: Traffic Congestion Relief Fund	CON	22,859,000								22,859,000
* Funding Agency:	Total:	24,059,000								24,059,000

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	4,430,000								4,430,000
	RW	10,792,000								10,792,000
	CON	28,960,000								28,960,000
	Total:	44,182,000								44,182,000

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

PDF page 14

2027 FTIP

Comments:

***** Version 1 - 01/29/26 *****

Project data transferred from 2024 FTIP.

RTP Reference: 2026 RTP p.5-42

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 01/31/24 *****

Project data transferred from 2022 FTIP.

RTP Reference: 2022 RTP p.5-95

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 02/01/22 *****

Project data transferred from 2020 FTIP.

RTP Reference: 2022 RTP p.5-95

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 08/17/20 *****

Project data transferred from 2018 FTIP.

RTP Reference: 2018 RTP p.5-6 KER14RTP001

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 05/14/18 *****

Project data transferred from 2016 FTIP.

***** Version 6 - 08/28/2017 *****

Per October 18-19, 2017 CTC meeting: delete \$900,000 HPP RW prior year; add \$1,062,000 TCRP RW & \$2,159,000 HPP CON & \$22,859,000 TCRP CON FY 16/17; delete \$22,362,000 HPP & \$158,000 STIP AC & \$1,491,000 TCRP CON FY 17/18

***** Version 1 - 06/08/16 *****

Project data transferred from 2014 FTIP.

Per 2016 STIP: move CON FY 16/17 to FY 17/18

***** Version 4 - 08/19/2015 *****

Per 6/25/15 CTC STIP Amendment; move \$400,000 IIP PE & \$4,100,000 RIP CON from FY 15/16 to FY 16/17; move \$4,492,000 HPP from CON in FY 15/16 to RW FY 15/16; move \$12,258,000 HPP CON from FY 15/16 to FY 16/17 and add \$10,104,000 HPP to CON FY 16/17; add \$138,000 TCRP RW FY 15/16; add \$1,491,000 TCRP CON FY 16/17

RTP Reference: KER14RTP001; Prior Yr Status: ---; Future Cost Est: ---

***** Version 1 - 06/25/14 *****

Project data transferred from 2012 FTIP.

Per 2014 STIP add \$400,000 IIP PE FY 15/16

***** Version 2 - 01/23/2013 *****

Change fund source of RIP NHS for PE FY 11/12 to RIP STIP-AC and move to FY 12/13; Change fund source of RIP State Cash for PE FY 11/12 to RIP STIP-AC and move to FY 12/13

***** Version 1 - 06/04/12 *****

Project data transferred from 2012 STIP.

RTP Reference: KER08RTP018; Prior Yr Status: ---; Future Cost Est: \$97,000,000

***** Version 1 - 04/12/12 *****

5/31/12 - Moved Demo PSE from 11/12 to 12/13 to allow processing of E-76 - rw

New project per 2012 STIP Adoption Resolution G-12-05 - rw

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

DIST: 06	PPNO: 3386D	EA: 44255	CTIPS ID: 104-0000-0356	TITLE (DESCRIPTION): ROUTE 46 EXPRESSWAY- SEGMENT 4B (NEAR LOST HILLS: SR 46 FROM 0.2 MILES W. OF CA AQUEDUCT BR TO 1.4 MILES E. OF LOST HILLS RD; WIDEN FROM TWO TO FOUR LANES (SEGMENT 4B) (toll credits all phases))	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER120108		
COUNTY: Kern County	ROUTE: 46		PM: 29.700 / 31.900		EPA TABLE II or III EXEMPT CATEGORY Null

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	27,203,000	7,800,000	5,500,000

* Demo -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE	5,500,000								5,500,000
	RW	6,500,000								6,500,000
* Fund Type: High Priority Projects Program	CON	5,003,000								5,003,000
* Funding Agency:	Total:	17,003,000								17,003,000

* RIP -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE									
	RW	1,300,000								1,300,000
* Fund Type: STIP Advance Construction	CON	4,700,000								4,700,000
* Funding Agency:	Total:	6,000,000								6,000,000

* Federal Disc. -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE									
	RW									
* Fund Type: BUILD-TIGER Discretionary Grants	CON	17,500,000								17,500,000
* Funding Agency:	Total:	17,500,000								17,500,000

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	5,500,000								5,500,000
	RW	7,800,000								7,800,000
	CON	27,203,000								27,203,000
	Total:	40,503,000								40,503,000

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

PDF page 16

2027 FTIP

Comments:

***** Version 1 - 01/29/26 *****

Project data transferred from 2024 FTIP.

RTP Reference: 2026 RTP p.5-42 KER08RTP018

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 01/31/24 *****

Project data transferred from 2022 FTIP.

RTP Reference: 2022 RTP p.5-30 KER08RTP018

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 02/01/22 *****

Project data transferred from 2020 FTIP.

RTP Reference: 2022 RTP p.5-30 KER08RTP018

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 08/17/20 *****

Project data transferred from 2018 FTIP.

RTP Reference: 2018 RTP p.5-6 KER14RTP001

Prior Yr Status: ---

Total Project Cost: ---

***** Version 9 - 03/31/2020 *****

Per 2020 STIP: Split SR 46 project - Segment 4B (KER120108) and Segment 4C (KER200101)

For KER120108: Move \$5,000,000 HPP CON FY 19/20 to FY 20/21 and Add \$3,000; Move \$17,500,000 BUILD CON FY 19/20 to FY 20/21; Delete \$12,500,000 SB 1 CON FY 19/20; Move \$1,100,000 STIP-AC PE FY 20/21 to CON and Add \$3,000,000

RTP Reference: 2018 RTP p.5-6 KER08RTP018

***** Version 8 - 08/20/2019 *****

Add \$17,500,000 BUILD CON FY 19/20 (Per 2018 Awarded BUILD Projects); Add \$5,000,000 HPP CON FY 19/20; Add \$12,500,000 SB1 Trade Corridor Enhancement Program CON FY 19/20

***** Version 7 - 04/24/2019 *****

Per 4/4/19 Caltrans letter: Add \$2,400,000 HPP RW FY 18/19; add Kern County as implementing agency for right of way phase

***** Version 1 - 05/14/18 *****

Project data transferred from 2016 FTIP.

Per 2018 STIP: move \$2,400,000 Demo from FY 18/19 to FY 20/21 and change to STIP-AC

***** Version 5 - 02/28/2018 *****

Per 2/27/18 Caltrans letter: Add \$1,300,000 HPP RW FY 18/19

***** Version 4 - 08/28/2017 *****

Per Caltrans request: Add \$5,500,000 HPP PE FY 17/18 and \$5,200,000 HPP RW FY 18/19; delete \$22,430,000 TCRP (proposed)

***** Version 1 - 06/08/16 *****

Project data transferred from 2014 FTIP.

Move CON from FY 19/20 to FY 21/22

***** Version 1 - 06/25/14 *****

Project data transferred from 2012 FTIP.

Move CON from FY 17/18 to FY 19/20

***** Version 1 - 05/09/12 *****

Project data transferred from 2012 STIP.

RTP Reference: KER08RTP018; Prior Yr Status: ---; Future Cost Est: \$97,000,000

***** Version 1 - 05/01/2012 *****

Split from PPNO 3386B during 2012 STIP adoption (no STIP dollars) - rw

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

DIST: 06	PPNO: 3386E	EA: 44256	CTIPS ID: 204-0000-0924	TITLE (DESCRIPTION): ROUTE 46 EXPRESSWAY - SEGMENT 4C (IN AND NEAR LOST HILLS: SR 46 FROM 1 MILE WEST OF BROWN MATERIAL RD TO CALIFORNIA AQUEDUCT; WIDEN FROM TWO TO FOUR LANES (SEGMENT 4C))	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER200101		EPA TABLE II or III EXEMPT CATEGORY Null
COUNTY: Kern County	ROUTE: 46	PM: 26.400 / 30.000			

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	07/24/2026	CVALLE	Adoption - Carry Over	0	32,600,000	3,685,000	2,100,000

* RIP -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 4	PE	2,100,000								2,100,000
	RW	3,685,000								3,685,000
* Fund Type: STIP Advance Construction	CON	8,545,000								8,545,000
* Funding Agency:	Total:	14,330,000								14,330,000

* State SB1 -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 4	PE									
	RW									
* Fund Type: Road Repair and Accountability Act of 2017	CON	10,000,000								10,000,000
* Funding Agency:	Total:	10,000,000								10,000,000

* Demo -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 4	PE									
	RW									
* Fund Type: High Priority Projects Program	CON	10,055,000								10,055,000
* Funding Agency:	Total:	10,055,000								10,055,000

* SHOPP - Roadway Preservation -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 4	PE									
	RW									
* Fund Type: SHOPP Advance Construction (AC)	CON	4,000,000								4,000,000
* Funding Agency:	Total:	4,000,000								4,000,000

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	2,100,000								2,100,000
	RW	3,685,000								3,685,000
	CON	32,600,000								32,600,000
	Total:	38,385,000								38,385,000

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

PDF page 18

2027 FTIP

Comments:

***** Version 1 - 01/29/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-42 KER08RTP018

Prior Yr Status: Project Completion Pending

Total Project Cost: --

***** Version 1 - 01/31/24 *****

Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-30 KER08RTP018

Prior Yr Status: In Construction

Total Project Cost: ---

***** Version 1 - 02/01/22 *****

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-30 KER08RTP018

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 08/17/20 *****

Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-6 KER08RTP018

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 03/31/2020 *****

Per 2020 STIP: Split SR 46 project - Segment 4B (KER120108) and Segment 4C (KER200101)

RTP Reference: 2018 RTP p.5-6 KER08RTP018

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0983	TITLE (DESCRIPTION): GROUPED PROJECTS FOR TRUCK CLIMBING LANES (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES: TRUCK CLIMBING LANES OUTSIDE THE URBANIZED AREA)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER230102		EPA TABLE II or III EXEMPT CATEGORY Truck climbing lanes.
COUNTY: Various Counties	ROUTE:		PM:		

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	07/09/2026	CVALLE	Adoption - Carry Over	0	52,017,000		

* RIP -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 7	PE									
	RW									
* Fund Type: COVID Relief Funds - STIP	CON	1,456,000								1,456,000
* Funding Agency:	Total:	1,456,000								1,456,000

* Other State -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 7	PE									
	RW									
* Fund Type: Coronavirus Response and Relief Supplemental Appro	CON	476,000								476,000
* Funding Agency:	Total:	476,000								476,000

* Demo -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 7	PE									
	RW									
* Fund Type: High Priority Projects Program	CON	1,401,000								1,401,000
* Funding Agency:	Total:	1,401,000								1,401,000

* RSTP -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 7	PE									
	RW									
* Fund Type: STP Local	CON	1,334,000								1,334,000
* Funding Agency:	Total:	1,334,000								1,334,000

* RIP -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 7	PE									
	RW									
* Fund Type: STIP Advance Construction	CON				5,600,000		19,771,000			25,371,000
* Funding Agency:	Total:				5,600,000		19,771,000			25,371,000

* Federal Disc. -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 6 of 7	PE									
	RW									
* Fund Type: BUILD-TIGER Discretionary Grants	CON						10,729,000			10,729,000
* Funding Agency:	Total:						10,729,000			10,729,000

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

2027 FTIP

PDF page 20

* Future Need -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 7	PE									
	RW									
* Fund Type: Future Funds	CON						11,250,000			11,250,000
* Funding Agency:	Total:						11,250,000			11,250,000

Project Total:

	<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	4,667,000				5,600,000	41,750,000			52,017,000
Total:	4,667,000				5,600,000	41,750,000			52,017,000

Comments:

***** Version 1 - 01/29/26 *****

Project data transferred from 2024 FTIP.

RTP Reference: 2026 RTP p.6-7

Prior Yr Status:

Total Project Cost: ---

***** Version 1 - 04/24/2024*****

Project data transferred from 2022 FTIP.

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 2 - 02/01/2024 *****

Delete \$119,000 CRRSAA, Add \$1,334,000 RSTP, Add \$1,001,000 HPP in FY 23/24

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 08/03/2023 *****

Per 6/28/23 CTC approval of STIP amendment: Note RIP funds are COVID (State Only Funds)

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0927	TITLE (DESCRIPTION): PPM (PLANNING, PROGRAMMING, AND MONITORING)	MPO Aprv:
CT PROJECT ID:			MPO ID.: KER210101		State Aprv:
COUNTY: Kern County	ROUTE:	PM:			Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Non construction related activities.

IMPLEMENTING AGENCY: Kern Council of Governments	PHONE:	EMAIL:
PROJECT MANAGER:		

PROJECT VERSION HISTORY (Printed Version is Shaded)						(Dollars in whole)		
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	04/10/2026	CVALLE	Adoption - Carry Over	0	2,500,000		

* RIP -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
* Fund Type: STIP Advance Construction	RW									
* Funding Agency:	CON		500,000	500,000	500,000	500,000	500,000			2,500,000
	Total:		500,000	500,000	500,000	500,000	500,000			2,500,000

Comments:
***** Version 1 - 01/29/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.6-7
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 01/31/24 *****
Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.6-6
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 02/01/22 *****
Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.6-6
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 08/17/2020 *****

RTP Reference: 2018 RTP p.6-6
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0706	TITLE (DESCRIPTION): SEVENTH STANDARD GRADE SEPARATION PHASE II (IN KERN COUNTY: SEVENTH STANDARD RD FROM EAST OF GALPIN ST TO WEST OF SR43; GRADE SEPARATION & WIDENING PHASE II)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER130103		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Null

IMPLEMENTING AGENCY: Shafter, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>				
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0			877,127				
* Other Fed -				<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE			399,932								399,932
* Fund Type: FFY 2010 Appropriations Earmarks	RW											
* Fund Type: FFY 2010 Appropriations Earmarks	CON											
* Funding Agency:	Total:			399,932								399,932
* Local Funds -				<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE			127,546								127,546
* Fund Type: Developer Fees	RW											
* Fund Type: Developer Fees	CON											
* Funding Agency:	Total:			127,546								127,546
* RSTP -				<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE			349,649								349,649
* Fund Type: STP Local	RW											
* Fund Type: STP Local	CON											
* Funding Agency:	Total:			349,649								349,649
Project Total:				<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE			877,127								877,127
	RW											
	CON											
	Total:			877,127								877,127

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

PDF page 23

2027 FTIP

Comments:

***** Version 1 - 01/29/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-41 KER08RTP113

Prior Yr Status: Environmental in progress

Total Project Cost: \$14,000,000

***** Version 1 - 01/31/24 *****

Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-31 KER08RTP113

Prior Yr Status: Environmental in progress

Total Project Cost: \$14,000,000

***** Version 1 - 02/01/22 *****

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-31 KER08RTP113

Prior Yr Status: Environmental in progress

Total Project Cost: \$14,000,000

***** Version 1 - 08/17/20 *****

Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-7 KER08RTP113

Prior Yr Status: environmental in progress

Total Project Cost: \$14,000,000

***** Version 1 - 05/14/18 *****

Project data transfered from 2016 FTIP.

***** Version 5 - 10/12/2017 *****

Per Shafter 10/17/17 letter; move project FY 16/17 to FY 17/18; change lead agency from Kern County to City of Shafter (per 11/23/16 and 11/29/16 transfer letters)

***** DFTIP Version 1 - 09/07/2016*****

Project data transfered from 2014 FTIP.

***** Version 3 - 06/16/2016 *****

Per County of Kern 4/29/16 letter: revise project description; move project FY 13/14 to FY 16/17

***** Version 1 - 06/25/14 *****

Project data transfered from 2012 FTIP.

RTP Reference: KER08RTP113;

Prior Yr Status: Environmental in Progress;

Future Cost Est: \$14,000,000

***** Version 1 - 08/12/2013 *****

New project. FFY 2010 Appropriations Earmark

RTP Reference: KER08RTP113;

Prior Yr Status: ---;

Future Cost Est: \$14,000,000

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0936	TITLE (DESCRIPTION): GROUPED PROJECTS FOR ENGINEERING (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES: ENGINEERING TO ASSESS SOCIAL, ECONOMIC, AND ENVIRONMENTAL EFFECTS OF THE PROPOSED ACTION OR ALTERNATIVES TO THAT ACTION (NON-CAPACITY INCREASING))	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER210102		EPA TABLE II or III EXEMPT CATEGORY Engineering studies.
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Various Agencies

PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	07/09/2026	CVALLE	Adoption - Carry Over	0	3,200,000		10,300,000

* RIP -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE									
* Fund Type: COVID Relief Funds - STIP	RW									
* Funding Agency:	CON	2,272,000								2,272,000
	Total:	2,272,000								2,272,000

* Other Fed -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE									
* Fund Type: Coronavirus Response and Relief Supplemental Appro	RW									
* Funding Agency:	CON	928,000								928,000
	Total:	928,000								928,000

* IIP Prior -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE	10,300,000								10,300,000
* Fund Type: STIP Advance Construction	RW									
* Funding Agency:	CON									
	Total:	10,300,000								10,300,000

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	10,300,000								10,300,000
	RW									
	CON	3,200,000								3,200,000
	Total:	13,500,000								13,500,000

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

PDF page 25

2027 FTIP

Comments:

***** Version 1 - 03/24/2026*****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.6-7
Prior Yr Status: Environmental Complete
Total Project Cost: ---
***** Version 6 - 03/01/2026 *****
Delete \$2,600,000 RSTP FY 26/27

RTP Reference: 2022 RTP p.6-6
Prior Yr Status:
Total Project Cost: ---
***** Version 5 - 10/14/2025 *****
Add \$2,600,000 RSTP FY 26/27

RTP Reference: 2022 RTP p.6-6
Prior Yr Status:
Total Project Cost: ---
***** Version 1 - 01/31/24 *****
Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.6-6
Prior Yr Status: Environmental in progress
Total Project Cost: ---
***** Version 3 - 11/17/2023 *****
Per 11/7/23 Caltrans letter: add \$10,300,000 STIP AC Prior
FY 23/24

RTP Reference: 2022 RTP p.6-6
Prior Yr Status: Environmental in progress
Total Project Cost: ---
***** Version 1 - 02/01/22 *****
Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.6-6
Prior Yr Status: Environmental in progress
Total Project Cost: ---
***** Version 1 - 05/05/2021 *****
Per 2021 Mid-Cycle STIP Amendment expected to be approved at June 2021 CTC meeting

RTP Reference: 2018 RTP p.6-6
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0969	TITLE (DESCRIPTION): GROUPED PROJECTS FOR WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGES (NO ADDITIONAL TRAVEL LANES) (RAISE GRANT: PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES: WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGES (NO ADDITIONAL TRAVEL LANES))	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER220101		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Non capacity widening or bridge reconstruction.

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	07/09/2026	CVALLE	Adoption - Carry Over	0	113,430,000		

* Other State -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: Cap-and-Trade Program	RW									
	CON	89,430,000								89,430,000
* Funding Agency:	Total:	89,430,000								89,430,000

* Federal Disc. -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: BUILD-TIGER Discretionary Grants	RW									
	CON	24,000,000								24,000,000
* Funding Agency:	Total:	24,000,000								24,000,000

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	113,430,000								113,430,000
	Total:	113,430,000								113,430,000

Comments:

***** Version 1 - 01/29/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4
Prior Yr Status: Construction in progress
Total Project Cost: ---

***** Version 4 - 03/25/2025 *****

Per 2/25/25 Caltrans letter: add \$12,030,000 Cap and Trade FY 24/25.

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: ---
Total Project Cost: ---

***** Version 1 - 01/31/24 *****

Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: ---
Total Project Cost: ---

***** Version 2 - 01/04/2023 *****

Re-program as part of 2023 FTIP

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: ---
Total Project Cost: ---

***** Version 1 - 07/01/2022 *****

Per 6/21/22 California High Speed Rail Authority (HSR) letter: RAISE grant (formerly known as BUILD/TIGER)

RTP Reference: 2018 RTP p.5-8

Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0980	TITLE (DESCRIPTION): GROUPED PROJECTS FOR INTERCHANGE RECONFIGURATION (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.127 TABLE 3 EXEMPT PROJECTS CATEGORIES - INTERCHANGE RECONFIGURATION PROJECTS (\$388,682 toll credits))	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER230101		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Interchange reconfiguration projects.

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	07/22/2026	CVALLE	Adoption - Carry Over	0	114,401,563		

* RIP -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 5	PE									
	RW									
* Fund Type: STIP Advance Construction	CON	32,520,000		25,000,000						57,520,000
* Funding Agency: Kern Council of Governments	Total:	32,520,000		25,000,000						57,520,000

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 5	PE									
	RW									
* Fund Type: City Funds	CON	3,406,422								3,406,422
* Funding Agency: Bakersfield, City of	Total:	3,406,422								3,406,422

* State SB1 -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 5	PE									
	RW									
* Fund Type: Road Repair and Accountability Act of 2017	CON	9,380,000	39,900,000							49,280,000
* Funding Agency:	Total:	9,380,000	39,900,000							49,280,000

* Other Fed -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 5	PE									
	RW									
* Fund Type: 2025 DISTRIBUTION OF TIFIA_STBG	CON	1,195,141								1,195,141
* Funding Agency:	Total:	1,195,141								1,195,141

* Federal Disc. -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 5	PE									
	RW									
* Fund Type: Community Project Funding/Congressionally Directed	CON		3,000,000							3,000,000
* Funding Agency:	Total:		3,000,000							3,000,000

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	46,501,563	42,900,000	25,000,000						114,401,563
	Total:	46,501,563	42,900,000	25,000,000						114,401,563

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

PDF page 28

2027 FTIP

Comments:

***** Version 1 - 03/24/2026*****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

***** Version 7 - 03/23/2026 *****

Per 3/20/26 City of Bakersfield Letter: Add \$1,195,141 TIFIA and \$956,422 Local FY 25/26

Move \$39,900,000 SB1 from FY 27/28 to FY 26/27

RTP Reference: 2022 RTP p.5-30 KER22RTP003

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 04/16/2024*****

Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-30 KER22RTP003

Prior Yr Status: ---

Total Project Cost: ---

***** Version 4 - 04/04/2024 *****

Per 03/21/24 CTC Meeting 2024 STIP approval: add \$9,380,000 SB1 FY 24/25, add \$1,890,000 STIP AC FY 24/25, add \$2,130,000 STIP AC FY 25/26, add \$39,900,000 SB1 FY 27/28, and add \$25,000,000 STIP AC 27/28

RTP Reference: 2022 RTP p.5-30 KER22RTP003

Prior Yr Status: ---

Total Project Cost: ---

***** Version 3 - 10/31/2023 *****

Per 10/19/23 CTC Meeting allocation vote approval: move \$24,093,000 STIP AC from FY 25/26 to FY 23/24 and add \$4,407,000 STIP AC

RTP Reference: 2022 RTP p.5-30 KER22RTP003

Prior Yr Status: ---

Total Project Cost: ---

***** Version 2 - 09/11/2023 *****

Per 8/29/23 Caltrans letter: add \$450,000 Local FY 23/24 for environmental only; revise group listing to add EA 48468

RTP Reference: 2022 RTP p.5-30 KER22RTP003

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 02/13/2023 *****

Per 1/25/23 CTC approval of STIP amendment

RTP Reference: 2022 RTP p.5-30 KER22RTP003

Prior Yr Status: ---

Total Project Cost: ---

State Highway Operations and Protection Program (SHOPP)

Minor Program

Highway Maintenance - no projects

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0929	TITLE (DESCRIPTION): GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SHOPP COLLISION REDUCTION PROGRAM (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES: RAILROAD/HIGHWAY CROSSING, SAFER NON-FEDERAL-AID SYSTEM ROADS, SHOULDER IMPROVEMENTS, TRAFFIC CONTROL DEVICES AND OPERATING ASSISTANCE OTHER THAN SIGNALIZATION PROJECTS, GUARDRAILS, MEDIAN BARRIERS, CRASH CUSHIONS, PAVEMENT MARKING, TRUCK CLIMBING LANES OUTSIDE THE URBANIZED AREA, LIGHTING IMPROVEMENTS, EMERGENCY TRUCK PULLOVERS. PROJECTS ARE CONSISTENT WITH 40CFR PART 93.127 TABLE 3 EXEMPT PROJECTS CATEGORIES: INTERSECTION SIGNALIZATION PROJECTS AT INDIVIDUAL INTERSECTION)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER210202		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Guardrails, median barriers, crash cushions.

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER:

PHONE:

EMAIL:

*PROJECT VERSION HISTORY (Printed Version is Shaded)**(Dollars in whole)*

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	07/09/2026	CVALLE	Adoption - Carry Over	0	99,714,000		

* SHOPP - Collision Reduction -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
	CON	29,887,000	5,540,000	10,281,000		54,006,000				99,714,000
* Funding Agency:	Total:	29,887,000	5,540,000	10,281,000		54,006,000				99,714,000

Comments:

***** Version 1 - 05/29/2026*****

Project data transferred from 2024 FTIP.

RTP Reference: 2026 RTP p.6-7

Prior Yr Status: ---

Total Project Cost: ---

***** Version 9 - 05/27/2026 *****

Per 2026 SHOPP approved by CTC on 3/20/26: delete \$4,490,000 FY 26/27; Add \$10,281,000 FY 27/28; Add \$54,006,000 FY 29/30

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

***** Version 8 - 12/31/2024 *****

Per 2024 SHOPP listing dated 8/28/24: delete \$810,000 FY 20/21, delete \$1,130,000 FY 21/22, delete \$3,780,000 FY 22/23.

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 01/31/24 *****

Project data transferred from 2022 FTIP.

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

***** Version 5 - 10/31/2023 *****

Per 2022 SHOPP listing dated 10/26/23: delete \$6,300,000 FY 22/23; add \$6,900,000 FY 23/24

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 02/01/22 *****

Project data transferred from 2020 FTIP.

Per 2022 SHOPP listing dated 5/24/22

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

***** Version 2 - 04/22/2021 *****

Per 4/1/21 SHOPP listing and 4/20/21 SHOPP email; Add \$7,180,000 FY 20/21; add \$1,130,000 FY 21/22; add \$6,730,000 FY 22/23; add \$9,467,000 FY 23/24; add 1A470, 1A690, 0V280 (per allocation time extension) to group listing

***** Version 1 - 08/18/2020 *****

RTP Reference: 2018 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0932	TITLE (DESCRIPTION): GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION - SHOPP ROADWAY PRESERVATION PROGRAM (PROJECTS ARE CONSISTENT WITH 40 CFR 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES - PAVEMENT RESURFACING AND/OR REHABILITATION, EMERGENCY RELIEF (23 U.S.C. 125), WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGES (NO ADDITIONAL TRAVEL LANES))	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER210205		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER:

PHONE:

EMAIL:

*PROJECT VERSION HISTORY (Printed Version is Shaded)**(Dollars in whole)*

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	09/09/2026	CVALLE	Adoption - Carry Over	0	1,107,212,000		

* SHOPP - Roadway Preservation -

PRIOR26-2727-2828-2929-3030-3131-32BEYONDTOTAL

* Fund Source 1 of 1

PE

RW

* Fund Type: SHOPP Advance Construction (AC)

CON

316,334,000

117,694,000

125,823,000

77,901,000

73,234,000

396,226,000

1,107,212,000

* Funding Agency:

Total:

316,334,000

117,694,000

125,823,000

77,901,000

73,234,000

396,226,000

1,107,212,000

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

PDF page 32

2027 FTIP

Comments:

*****Version 1 - 05/29/2026*****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.6-7

Prior Yr Status: ---

Total Project Cost: ---

***** Version 12 - 05/27/2026 *****

Per 2026 SHOPP approved by CTC on 3/20/26: delete \$2,764,000 Prior FY; Add \$679,000 FY24/25; Delete \$85,392,000 FY 25/26; Delete \$49,474,000 FY 26/27; Delete \$4,248,000 FY27/28; Add \$77,901,000 FY 28/29; Add \$73,234,000 FY 29/30; Add \$396,226,000 FY 30/31

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

***** Version 11 - 10/22/2025 *****

Per 10/17/25 CTC Allocation Approval of EA 06-0W810 and Caltrans request: Add \$8,322,000 FY 25/26; Move \$10,800,000 from Prior FY to FY 25/26

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

***** Version 10 - 12/31/2024 *****

Per 2024 SHOP listing dated 8/28/24: delete \$11,242,000 FY 20/21, delete 6,900,000 FY21/22, delete \$69,969,000 FY 22/23, delete \$56,950,000 FY 23/24, add 3,031,000 FY 24/25, add \$75,000 FY 25/26, add \$863,000 FY 27/28.

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 01/31/24 *****

Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

***** Version 6 - 10/31/2023 *****

Per 2022 SHOP listing 10/26/23: delete \$4,096,000 SHOPP AC FY 22/23; delete \$16,944,000 SHOPP Prior FY 22/23; add \$5,660,000 SHOPP AC FY 23/24; delete \$155,272,000 SHOPP AC FY 24/25; add \$194,318,000 SHOPP AC FY 25/26

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

***** Version 5 - 03/20/2023 *****

Per 2022 SHOPP listing dated 3/9/23: add \$16,944,000 SHOPP Prior FY 22/23; revise group listing

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 02/01/22 *****

Project data transfered from 2020 FTIP.

Per 2022 SHOPP listing dated 5/24/22

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

***** Version 2 - 04/22/2021 *****

Per 4/1/21 SHOPP listing; Add \$9,450,000 FY 20/21; delete \$9,150,000 FY 21/22; add \$2,100,000 FY 22/23; add \$1,700,000 FY 23/24

***** Version 1 - 08/18/2020 *****

RTP Reference: 2018 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0934	TITLE (DESCRIPTION): GROUPED PROJECTS FOR SAFETY IMPROVEMENTS, SHOULDER IMPROVEMENTS, PAVEMENT RESURFACING AND/OR REHABILITATION - MINOR PROGRAM (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES: RAILROAD/HIGHWAY CROSSING, SAFER NON-FEDERAL-AID SYSTEM ROADS, SHOULDER IMPROVEMENTS, TRAFFIC CONTROL DEVICES AND OPERATING ASSISTANCE OTHER THAN SIGNALIZATION PROJECTS, PAVEMENT MARKING, TRUCK CLIMBING LANES OUTSIDE THE URBANIZED AREA, LIGHTING IMPROVEMENTS, EMERGENCY TRUCK PULLOVERS, PAVEMENT RESURFACING AND/OR REHABILITATION, EMERGENCY RELIEF (23 U.S.C. 125), WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGES (NO ADDITIONAL TRAVEL LANES), BICYCLE AND PEDESTRIAN FACILITIES. PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.127 TABLE 3 EXEMPT PROJECTS CATEGORIES: INTERSECTION SIGNALIZATION PROJECTS AT INDIVIDUAL INTERSECTIONS)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER210207		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER:

PHONE:

EMAIL:

*PROJECT VERSION HISTORY (Printed Version is Shaded)**(Dollars in whole)*

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	08/17/2026	CVALLE	Adoption - Carry Over	0	14,528,000		

* CT Minor Pgm. -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
	CON	6,621,000	7,907,000							14,528,000
* Funding Agency:	Total:	6,621,000	7,907,000							14,528,000

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

PDF page 34

2027 FTIP

Comments:

***** Version 1 - 05/29/2026*****

Project data transfered from 2024 FTIP.

RTP Reference: 2022 RTP p.6-7

Prior Yr Status:

Total Project Cost: ---

***** Version 14 - 05/27/2026 *****

Per 5/14/26 California Transportation Commission Meeting: Add \$1,206,000 FY 25-26; revise group listing

RTP Reference: 2022 RTP p.6-6

Prior Yr Status:

Total Project Cost: ---

***** Version 13 - 03/20/2026 *****

Per 3/20/26 California Transportation Commission Meeting: Delete \$885,000 FY 25-26; revise group listing

RTP Reference: 2022 RTP p.6-6

Prior Yr Status:

Total Project Cost: ---

***** Version 12 - 01/22/2026 *****

Per 12/4/25 California Transportation Commission Meeting: Add \$345,000 FY 25-26; revise group listing

RTP Reference: 2022 RTP p.6-6

Prior Yr Status:

Total Project Cost: ---

***** Version 11 - 10/14/2025 *****

Per 10/16/25 California Transportation Commission Meeting: Delete \$544,000 FY 25-26

RTP Reference: 2022 RTP p.6-6

Prior Yr Status:

Total Project Cost: ---

***** Version 10 - 08/15/2025 *****

Per 1/31/25, 5/15/25, 6/27/25, and 8/15/25 California Transportation Commission Meetings: Delete \$3,590,000 FY Prior; Delete \$375,000 FY 24/25; Add \$6,710,000 FY 25/26; revise group listing

RTP Reference: 2022 RTP p.6-6

Prior Yr Status:

Total Project Cost: ---

***** Version 9 - 12/17/2024 *****

Per 6/28/24, 10/27/24, and 12/6/24 California Transportation Commission Meetings: Add \$4,156,000 FY 24/25; revise group listing

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 01/31/24 *****

Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 6 - 08/03/2023 *****

Per 7/19/23 Caltrans email: Delete \$4,580,000 Prior Year and \$7,948,000 FY 22/23; Add \$3,590,000 FY 23/24; revise group listing

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

***** Version 2 - 12/20/2022 *****

Per 6/30/22 Caltrans email: Add \$7,948,000; revise group listing

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 02/01/22 *****

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 08/18/2020 *****

RTP Reference: 2018 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0966	TITLE (DESCRIPTION): GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS - SHOPP ROADSIDE PRESERVATION PROGRAM (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLES 2 EXEMPT PROJECTS CATEGORIES - FENCING, SAFETY ROADSIDE REST AREAS)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY Fencing.
CT PROJECT ID:			MPO ID.: KER220201		
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	09/09/2026	CVALLE	Adoption - Carry Over	0	13,460,000		

* SHOPP - Roadside Preservation -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
* Funding Agency:	CON	13,460,000								13,460,000
	Total:	13,460,000								13,460,000

Comments:

***** Version 1 - 01/29/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.6-7
Prior Yr Status: Project Completion Pending
Total Project Cost: ---
***** Version 3 - 12/31/2024 *****
Per 2024 SHOPP listing dated 8/28/24: add \$200,000 FY 23/24, add \$3,290,000 FY 24/25.

RTP Reference: 2022 RTP p.6-6
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 01/31/24 *****
Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.6-6
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 04/12/2022 *****
Per 2022 SHOPP listing dated 5/24/22

RTP Reference: 2022 RTP p.6-6
Prior Yr Status: ---
Total Project Cost: ---

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0967	TITLE (DESCRIPTION): DELANO MAINTENANCE STATION (IN DELANO, AT THE DELANO MAINTENANCE STATION AT 805 SOUTH LEXINGTON STREET. EXPAND AND REMODEL MAINTENANCE BUILDING, UPGRADE FACILITIES TO AMERICANS WITH DISABILITIES ACT (ADA) STANDARDS, AND RELOCATE AND INSTALL NEW ZERO EMISSION VEHICLE CHARGING STATIONS.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER220202		
COUNTY: Kern County	ROUTE: 99		PM: 54.600		EPA TABLE II or III EXEMPT CATEGORY Const of new bus or rail storage/maint. facilities

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	07/24/2026	CVALLE	Adoption - Carry Over	0	9,677,000	161,000	2,135,000

* SHOPP - Facilities -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE	2,135,000								2,135,000
* Fund Type: SHOPP Advance Construction (AC)	RW	150,000	11,000							161,000
	CON		9,677,000							9,677,000
* Funding Agency:	Total:	2,285,000	9,688,000							11,973,000

Comments:

***** Version 1 - 01/29/26 *****

Project data transferred from 2024 FTIP.

RTP Reference: 2026 RTP p.6-7

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 01/31/24 *****

Project data transferred from 2022 FTIP.

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 04/12/2022 *****

Per 2022 SHOPP dated 4/11/22

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1027	TITLE (DESCRIPTION): GROUPED PROJECTS FOR EMERGENCY REPAIR (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES: REPAIR OF DAMAGE CAUSED BY NATURAL DISASTERS, CIVIL UNREST, OR TERRORIST ACTS, EXCEPT PROJECTS INVOLVING SUBSTANTIAL FUNCTIONAL, LOCATIONAL OR CAPACITY CHANGES)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY Damage repair caused by unusual disasters.
CT PROJECT ID:			MPO ID.: KER250201		
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	09/10/2026	CVALLE	Adoption - Carry Over	0	11,260,000		

* SHOPP - Major Damage Restoration -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
* Funding Agency:	CON	11,260,000								11,260,000
	Total:	11,260,000								11,260,000

Comments:
***** Version 1 - 01/29/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.6-7
Prior Yr Status: Project Completion Pending
Total Project Cost: --
***** Version 1 - 12/31/2024 *****
Per 2024 SHOPP listing dated 8/28/24: add new project.

RTP Reference: 2022 RTP p.6-6
Prior Yr Status: --
Total Project Cost: --

LOCAL STREETS AND ROADS LIST OF PROJECTS

Safety Program

Highway Bridge Program (HBP)

Highway Safety Improvement Program (HSIP)

Railway Highway Crossing - no projects

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0418	TITLE (DESCRIPTION): GROUPED PROJECTS FOR BRIDGE REHABILITATION AND RECONSTRUCTION - HIGHWAY BRIDGE PROGRAM (HBP) (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES - WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGES (NO ADDITIONAL TRAVEL LANES))	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER060601		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Non capacity widening or bridge reconstruction.

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	09/09/2026	CVALLE	Adoption - Carry Over	0	21,166,557		

* Local HBRR -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE									
* Fund Type: Highway Bridge Program	RW									
* Funding Agency:	CON	17,094,518	1,108,037	358,665						18,561,220
	Total:	17,094,518	1,108,037	358,665						18,561,220

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON	2,218,436	242,463	84,335						2,545,234
	Total:	2,218,436	242,463	84,335						2,545,234

* State Bond -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE									
* Fund Type: Local Bridge Seismic Retrofit Account	RW									
* Funding Agency:	CON	60,103								60,103
	Total:	60,103								60,103

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	19,373,057	1,350,500	443,000						21,166,557
	Total:	19,373,057	1,350,500	443,000						21,166,557

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

PDF page 41

2027 FTIP

Comments:

***** Version 1 - 03/24/2026*****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.6-7

Prior Yr Status: ---

Total Project Cost: ---

***** Version 41 - 03/23/2026 *****

Per 3/18/26 HBP listing: add \$437,031 HBP FY 25/26, add \$114,589 Local FY 25/26, delete \$481,296 HBP FY 26/27, delete \$120,324 Local FY 26/27, add \$44,265 HBP FY 27/28, add \$5,735 Local FY 27/28

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

***** Version 40 - 10/20/2025 *****

Per 10/13/25 HBP listing: add \$6,110,584 HBP FY 24/25; add \$791,691 Local FY 24/25; add \$100,039 HBP FY 25/26; add \$12,961 Local FY 25/26; add \$231,063 HBP FY 26/27; add \$29,937 Local FY 26/27

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

***** Version 39 - 12/17/2024 *****

Per 10/18/24 HBP listing: delete \$28,854 HBP FY Prior; delete \$7,214 Local FY Prior; delete \$769,833 HBP FY 25/26; delete \$192,458 Local FY 25/26; add \$1,358,270 HBP FY 26/27; add \$332,850 Local FY 26/27; add \$314,400 HBP FY 27/28; add \$78,600 Local FY 27/28

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 01/31/24 *****

Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

***** Version 36 - 10/31/2023 *****

Per 10/20/23 HBP listing: add \$769,833 HBP FY 25/26; add \$192,458 Local FY 25/26

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

***** Version 35 - 06/05/2023 *****

Per 3/22/23 HBP listing: delete \$2,129,146 HBP and \$275,854 local from FY 22/23

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

***** Version 2 - 12/20/2022 *****

Per 10/24/22 HBP listing: move \$2,129,146 HBP and \$275,854 local from FY 24/25 to FY 22/23

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 02/01/22 *****

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

***** Version 32 - 11/23/2021 *****

Per 10/29/21 HBP listing: move \$2,129,146 HBP & \$275,854 local FY 20/21 to FY 24/25; delete \$8,208 HBP FY 23/24; add \$8,208 Local FY 23/24

***** Version 1 - 11/12/2020*****

Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP, Page 6-6; Prior Yr Status: ---; Future Cost Est: ---

***** Version 30 - 11/10/2020 *****

Per 11/6/20 HBP listing: add \$2,129,147 HBP & \$275,854 local FY 20/21; move \$85,192 HBP & \$11,038 local FY 21/22 to FY 23/24

***** Version 29 - 01/09/2020 *****

Per 11/8/19 HBP listing: delete \$1,136,280 HBP & \$147,217 local prior year; delete \$88,530 HBP & \$11,470 local FY 19/20; delete \$332,876 HBP & \$43,128 local FY 21/22

***** Version 28 - 05/13/2019 *****

Per 3/22/19 HBP listing: add \$1,837,883 HBP & \$238,117 local FY 18/19

***** Version 27 - 12/21/2018 *****

Per 10/26/18 HBP listing: move \$332,876 HBP & \$43,128 local FY 17/18 to FY 21/22; move \$88,530 HBP & \$11,470 local FY 18/19 to FY 19/20

***** Version 1 - 05/14/18 *****

Project data transfered from 2016 FTIP.

Per 3/28/18 HBP listing: move \$1,315,475 HBP & \$170,434 local FY 18/19 to FY 17/18; add \$85,192 HBP & \$11,038 local FY 21/22; add HBP-ID 4581

***** Version 25 - 11/01/2017 *****

Per 10/26/17 HBP listing: delete \$70,824 HBP & \$9,176 local prior year; move \$88,530 HBP FY 16/17 to FY 18/19 & add \$1,315,475; move \$11,470 local FY 16/17 to FY 18/19 & add \$170,434; add \$7,263,001 HBP & \$60,103 LSSRP & \$880,896 local FY 17/18; delete \$1,802,390 HBP & \$233,519 local FY 19/20; delete HBP-ID 3710

***** Version 24 - 05/31/2017 *****

Per 3/29/17 HBP listing: add \$22,133 HBP & \$2,868 local FY 16/17; move \$1,315,475 HBP & \$170,434 local from FY 18/19 to FY 19/20

***** Version 23 - 12/28/2016 *****

Per 10/26/16 HBP listing: delete \$443,897 HBP & \$57,512 local prior year; delete \$43,018 HBP & \$5,573 local FY 16/17; add \$486,915 HBP & \$63,085 local FY 19/20

***** Version 1 - 06/08/16 *****

Project data transfered from 2014 FTIP.

***** Version 21 - 04/07/2016 *****

Per 3/29/16 HBP listing: Add \$131,548 HBP & \$17,043 local FY 16/17; add HBP-ID4341; Add \$1,315,475 HBP & \$170,434 local FY 18/19

***** Version 20 - 11/05/2015 *****

Per 10/30/15 HBP listing: delete \$238,530 HBP prior year; delete project HBP-ID 2381; delete \$11,470 LSSRP prior year; add \$1,032,260 HBP & \$133,740 local FY 14/15; delete \$61,971 HBP & \$8,029 local FY 15/16; delete \$66,398 HBP & \$8,602 local FY 17/18

***** Version 19 - 03/27/2015 *****

Per 3/25/15 HBP listing: move \$85,530 HBP & \$11,470 local FY 14/15 to FY 15/16

***** Version 18 - 12/29/2014 *****
 Per 10/29/14 HBP listing; delete \$106,236 HBP & \$13,764 local prior year; delete \$309,855 HBP & \$40,145 local FY 14/15; add \$504,621 HBP & \$65,379 local FY 15/16; delete \$7,383,402 & \$360,158 local & \$596,440 LSSRP FY 17/18
 ***** DFTIP Version 2 - 09/04/2014 *****
 Per 10/21/14 HBP listing; add \$7,499,800 HBP & \$596,440 LSSRP & \$368,760 local to FY 17/18

PDF page 42

***** Version 1 - 06/25/14 *****
 Project data transferred from 2012 FTIP.
 RTP Reference: 2014 RTP, Page 6-6; Prior Yr Status: ---; Future Cost Est: ---

***** Version 15 - 05/09/2014 *****
 Per 4/2/14 listing; Move \$44,265 HBP & \$5,735 local from FY 13/14 to FY 15/16
 ***** Version 14 - 12/30/2013 *****
 Per 11/15/13 listing; Move \$17,706 HBP CON FY 12/13 to FY 13/14 & delete \$44,265 FY 12/13; Move \$19,499 local CON FY 12/13 to FY 13/14; Move \$11,470 LSSRP CON FY 13/14 to FY 12/13 & delete \$5,735 FY 13/14
 ***** Version 13 - 05/21/2013 *****
 Per 3/26/13 listing; Move \$398,385 HBP and \$51,615 local CON from FY 12/13 to FY 14/15; Add \$132,795 HBP and \$17,205 LSSRP CON FY 13/14
 ***** Version 12 - 01/23/2013 *****
 Per 10/29/12 listing; Move \$699,387 HBP and \$90,613 local FY 11/12 to FY 12/13; Delete \$5,134,740 HBP & \$68,820 local & \$596,440 LSSRP FY 13/14; Delete \$132,795 HBP and \$17,205 LSSRP FY 14/15
 ***** Version 1 - 07/25/12 *****
 Project data transferred from 2010 FTIP.
 ***** Version 10 - 07/18/2012 *****
 Per 3/22/12 listing; delete HBP-IDs 3575, 3576 Kern County projects; delete \$280,000 HBP FY 10/11; delete \$1,150,000 HBP FY 12/13; add \$132,795 HBP FY 14/15; add \$17,205 LSSRP FY 14/15
 ***** Version 9 - 11/03/2011 *****
 Per 10/20/11 listing; Add \$1,211,971 HBP FY 12/13; Add \$8,029 Local FY 12/13
 toll credits
 ***** Version 8 - 05/06/2011 *****
 Per 3/28/11 listing; Move \$345,267 HBP and \$44,733 local in FY 10/11 to FY 11/12; Add \$354,120 HBP and \$45,880 local in FY 11/12
 ***** Version 7 - 01/07/2011 *****
 Per 11/10/10 listing; move \$73,037 HBP FY06/07 to FY10/11 & add \$366,317; move \$9,463 local FY06/07 to FY 10/11 & add \$11,183; move \$60,000 HBP FY 08/09 to FY 09/10; move \$309,855 HBP & \$40,145 local FY 09/10 to FY 10/11; move \$5,134,740 HBP, \$68,820 local, & \$596,440 LSSRP Bond FY 12/13 to FY 13/14; add three new projects to group listing

toll credits replace local match requirements for three projects' PE phase

***** Version 6 - 07/27/2010 *****
 Per 4/6/2010 listing; delete \$132,795 HBP PE FY 06/07; delete \$17,205 local PE FY 06/07; change \$6,882 local to HBP in FY 08/09; delete \$211,002 HBP CON FY 09/10; delete \$38,998 local CON FY 09/10; move FY 11/12 to FY 12/13; add \$531,180 HBP CON FY 12/13; add \$68,820 local CON FY 12/13

RTP Reference: 2011 RTP, Page 5-3; Prior Yr Status: ---; Future Cost Est: ---

***** Version 5 - 02/04/2010 *****
 Caltrans Programming as of list dated 10/30/09; Update lump sum listing; delete \$320,000 HBP prior year; delete \$80,000 local prior year; add \$53,118 HBP & \$6,882 local to CON FY 08/09; add \$610,857 HBP & \$79,143 local to CON FY 09/10; add \$4,160,910 HBP & \$539,090 LSSRP Bond to CON FY 11/12
 ***** Version 4 - 07/23/2008 *****
 ***** Version 3 - 03/19/2008 *****
 programming changed as of list dated 12/27/07
 ***** Version 2 - 05/24/2007 *****
 Revised programming.
 ***** Version 1 - 09/06/2006 *****

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0710	TITLE (DESCRIPTION): GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES: RAILROAD/HIGHWAY CROSSING, SAFER NON-FEDERAL-AID SYSTEM ROADS, SHOULDER IMPROVEMENTS, TRAFFIC CONTROL DEVICES AND OPERATING ASSISTANCE OTHER THAN SIGNALIZATION PROJECTS, PAVEMENT MARKING, TRUCK CLIMBING LANES OUTSIDE THE URBANIZED AREA, LIGHTING IMPROVEMENTS, EMERGENCY TRUCK PULLOVERS. PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.127 TABLE 3 EXEMPT PROJECTS CATEGORIES: INTERSECTION SIGNALIZATION PROJECTS AT INDIVIDUAL INTERSECTIONS)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER140601		EPA TABLE II or III EXEMPT CATEGORY Safety Improvement Program.
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	08/17/2026	CVALLE	Adoption - Carry Over	0	18,782,600		

* Other Fed -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: Highway Safety Improvement Program	RW									
	CON	836,820	3,531,080	10,936,440						15,304,340
* Funding Agency:	Total:	836,820	3,531,080	10,936,440						15,304,340

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: Local Transportation Funds	RW									
	CON	92,980	2,170,120	1,215,160						3,478,260
* Funding Agency:	Total:	92,980	2,170,120	1,215,160						3,478,260

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	929,800	5,701,200	12,151,600						18,782,600
	Total:	929,800	5,701,200	12,151,600						18,782,600

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

PDF page 44

2027 FTIP

Comments:

***** Version 1 - 01/29/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.6-7

Prior Yr Status: -

Total Project Cost: ---

***** Version 20 - 03/25/2025 *****

Per 2/27/25 HSIP Listing: add \$6,598,820 HSIP FY 25/26; add \$2,510,980 Local FY 25/26; add \$8,705,520 HSIP FY 27/28; add \$967,280 Local FY 27/28.

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: -

Total Project Cost: ---

***** Version 1 - 01/31/24 *****

Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: - Project Completion Pending

Total Project Cost: ---

***** Version 1 - 02/01/22 *****

Project data transfered from 2020 FTIP.

Per 3/6/22 HSIP listing

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

***** Version 15 - 04/22/2021 *****

Per 3/16/21 HSIP listing; revise formatting of group listing

***** Version 1 - 12/15/20 *****

Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

***** Version 13 - 05/13/2019 *****

Per 3/13/19 HSIP listing: Add \$207,825 HSIP prior year &\$498,175 HSIP FY 18/19; Add HSIP6-06-001 to group listing

***** Version 12 - 12/21/2018 *****

Per 12/13/18 HSIP listing; Add \$78,600 HSIP Prior Year; add \$4,799,663 HSIP FY 18/19; add \$24,860 Local FY 18/19; Add \$499,630 HSIP FY 20/21; Delete \$149,630 Local FY 20/21; Delete \$1,081,800 HSIP FY 21/22; add Cycle 9 projects to group list

***** Version 1 - 05/14/18 *****

Project data transfered from 2016 FTIP.

Per 3/27/18 HSIP listing

***** Version 10 - 12/28/2016 *****

Per 11/29/16 HSIP listing; delete \$2,016,004 HSIP &\$117,662 local prior year; delete \$2,190,600 HSIP FY 16/17; add \$3,407,760 HSIP &\$250,240 local FY 18/19; add Cycle 8 projects to group list

\$49,220 HSIP shown in FY 16/17 CON is toll credit

\$108,180 HSIP shown in FY 17/18 CON is toll credit

\$244,480 HSIP shown in FY 18/19 CON is toll credit

***** Version 1 - 06/08/16 *****

Project data transfered from 2014 FTIP.

Add KER110601 Ridgecrest projects FY 14/15; add \$659,700 HSIP & \$73,300 Local

***** Version 8 - 01/07/2016 *****

Per 11/12/15 HSIP listing; add \$2,276,581 HSIP &\$149,630 local FY 16/17; add \$1,081,800 HSIP FY 17/18; add Cycle 7 projects to group list

\$104,666 HSIP shown in FY 15/16 CON is toll credit

\$268,280 HSIP shown in FY 16/17 CON is toll credit

\$108,180 HSIP shown in FY 17/18 CON is toll credit

***** Version 7 - 07/22/2015 *****

Per 7/16/15 HSIP listing; add \$402,487 HSIP FY 15/16

\$104,666 HSIP shown in FY 15/16 CON is toll credit

\$175,289 HSIP shown in FY 16/17 CON is toll credit

***** Version 6 - 03/30/2015 *****

Per 3/25/15 HSIP listing; add \$64,417 HSIP &delete \$64,550 local FY 15/16; add \$175,289 HSIP & delete \$175,688 local FY 16/17.

\$64,417 HSIP shown in FY 15/16 CON is toll credit

\$175,289 HSIP shown in FY 16/17 CON is toll credit

***** Version 5 - 12/29/2014 *****

Per 11/21/14 listing; delete \$171,000 HSIP &\$19,000 local FY 15/16 because Bakersfield project complete and deleted from group listing; move \$325,000 HSIP & \$36,112 local from FY 16/17 to prior year

***** DFTIP Version 2 - 09/04/2014 *****

Per 6/4/14 HSIP listing; move \$74,250 HSIP &\$8,250 FY 15/16 to FY 13/14; add \$14,600 HSIP &\$1,753 local FY 15/16; add \$1,902,600 HSIP & \$211,800 local FY 16/17

***** Version 1 - 06/25/14 *****

Project data transfered from 2012 FTIP.

RTP Reference: 2014 RTP, Page 6-6; Prior Yr Status: ---; Future Cost Est: \$3,031,200

***** Version 2 - 04/01/2014 *****

Per 3/14/14 listing; Add \$128,200 HSIP FY 15/16 for Bakersfield project; Add \$14,244 local FY 15/16

***** Version 1 - 12/31/2013 *****

Per 11/15/13 listing; Cycle 6: Cities of Arvin, Bakersfield, California City, Delano, Tehachapi

Per 1/21/14 Caltrans phone call: revise California City work description from overlay to slurry seal in group listing

RTP Reference: 2011 RTP, Page 5-3; Prior Yr Status: ---; Future Cost Est: ---

Regional Surface Transportation Program (RSTP)

Including Highway Infrastructure Program (HIP)

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1039	TITLE (DESCRIPTION): STOCKTON AVE (ARVIN: STOCKTON AVE FROM FRANKLIN ST TO FALLBROOK AVE; 0.25 MILES OF ROAD RECONSTRUCTION)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER260402		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

IMPLEMENTING AGENCY: Arvin, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	768,601		128,100

* RSTP -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE		113,406							113,406
* Fund Type: STP Local	RW									
	CON			639,709	40,732					680,441
* Funding Agency:	Total:		113,406	639,709	40,732					793,847

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE		14,694							14,694
* Fund Type: Local Transportation Funds	RW									
	CON			72,503	15,657					88,160
* Funding Agency:	Total:		14,694	72,503	15,657					102,854

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE		128,100							128,100
	RW									
	CON			712,212	56,389					768,601
	Total:		128,100	712,212	56,389					896,701

Comments:

***** Version 1 - 03/24/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 03/01/2026 *****

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: ---

Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1040	TITLE (DESCRIPTION): NORTH A ST (ARVIN: NORTH A ST FROM BEAR MOUNTAIN BLVD TO 5TH AVE; 0.25 MILES OF ROAD RECONSTRUCTION)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER260403		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

IMPLEMENTING AGENCY: Arvin, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	790,920		131,819

* RSTP -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: STP Local	RW									
* Funding Agency:	CON				700,201					700,201
	Total:				700,201					700,201

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE		131,819							131,819
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON				90,719					90,719
	Total:		131,819		90,719					222,538

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE		131,819							131,819
	RW									
	CON				790,920					790,920
	Total:		131,819		790,920					922,739

Comments:

***** Version 1 - 03/24/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 03/01/2026 *****

TP Reference: 2022 RTP p.5-32

Prior Yr Status: ---

Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1038	TITLE (DESCRIPTION): REGIONAL TRAFFIC COUNT PROGRAM (IN KERN COUNTY: REGIONAL TRAFFIC COUNT PROGRAM)	MPO Aprv:
CT PROJECT ID:			MPO ID.: KER260401		State Aprv:
COUNTY: Kern County	ROUTE:	PM:			Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Non construction related activities.

IMPLEMENTING AGENCY: Kern Council of Governments	PHONE:	EMAIL:
PROJECT MANAGER:		

PROJECT VERSION HISTORY (Printed Version is Shaded)						(Dollars in whole)			
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE	
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	180,000			

* RSTP -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: STP Local	CON		79,677	79,677						159,354
* Funding Agency:	Total:		79,677	79,677						159,354

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Local Transportation Funds	CON		10,323	10,323						20,646
* Funding Agency:	Total:		10,323	10,323						20,646

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON		90,000	90,000						180,000
	Total:		90,000	90,000						180,000

Comments:
***** Version 1 - 03/24/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 03/01/2026 *****
RTP Reference: 2022 RTP p.5-32
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0913	TITLE (DESCRIPTION): RSTP - KERN COUNTY WELDON BRIDGE PE ONLY (NEAR WELDON: SIERRA WAY AT SOUTH FORK KERN RIVER (.05 MILES); BRIDGE (PE PHASE ONLY, FOR NEPA ENVIRONMENTAL DOCUMENT APPROVAL))	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER200403		EPA TABLE II or III EXEMPT CATEGORY Engineering studies.
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Kern County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0			51,977

* RSTP -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE	46,015								46,015
* Fund Type: STP Local	RW									
* Funding Agency:	CON									
	Total:	46,015								46,015
* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE	5,962								5,962
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON									
	Total:	5,962								5,962
Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	51,977								51,977
	RW									
	CON									
	Total:	51,977								51,977

Comments:

***** Version 1 - 01/29/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4
Prior Yr Status: Environmental in progress
Total Project Cost: \$2,000,000
***** Version 1 - 01/31/24 *****
Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-32
Prior Yr Status: Environmental in progress
Total Project Cost: \$2,000,000
***** Version 1 - 02/01/22 *****
Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-32
Prior Yr Status: Environmental in progress
Total Project Cost: \$2,000,000
***** Version 1 - 08/17/20 *****
Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-8
Prior Yr Status: ---
Total Project Cost: \$2,000,000
***** Version 1 - 02/27/2020 *****
RTP Reference: 2018 RTP, Page 5-8; Prior Yr Status: ---; Future Cost Est: \$2,000,000

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1041	TITLE (DESCRIPTION): DOWNING AVE (KERN COUNTY/UNINCORPORATED BAKERSFIELD: DOWNING AVE FROM BAKERSFIELD CITY LIMITS TO FRUITVALE AVE; 0.9-MILES OF ROAD RECONSTRUCTION)	MPO Aprv:
CT PROJECT ID:			MPO ID.: KER260404		State Aprv:
COUNTY: Kern County	ROUTE:		PM:		Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

IMPLEMENTING AGENCY: Kern County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	4,066,645		

* RSTP -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: STP Local	CON			3,600,200						3,600,200
* Funding Agency:	Total:			3,600,200						3,600,200

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Local Transportation Funds	CON			466,445						466,445
* Funding Agency:	Total:			466,445						466,445

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON			4,066,645						4,066,645
	Total:			4,066,645						4,066,645

Comments:
***** Version 1 - 03/24/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 03/01/2026 *****
RTP Reference: 2022 RTP p.5-32
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1042	TITLE (DESCRIPTION): 7TH STANDARD RD (KERN COUNTY/UNINCORPORATED BAKERSFIELD: 7TH STANDARD RD FROM I-5 TO SR 43; 14.5 MILES OF ROAD RECONSTRUCTION.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER260405		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

IMPLEMENTING AGENCY: Kern County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	05/21/2026	CVALLE	Adoption - Carry Over	0	15,000,000		

* RSTP -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: STP Local	RW									
* Funding Agency:	CON					13,279,500				13,279,500
	Total:					13,279,500				13,279,500

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON					1,720,500				1,720,500
	Total:					1,720,500				1,720,500

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON					15,000,000				15,000,000
	Total:					15,000,000				15,000,000

Comments:

***** Version 1 - 03/24/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 03/01/2026 *****

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: ---

Total Project Cost: ---

(Dollars in Whole)

Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1043	TITLE (DESCRIPTION): MORNING DR (KERN COUNTY/UNINCORPORATED BAKERSFIELD: MORNING DR FROM NILES ST TO BAKERSFIELD CITY LIMITS); 0.24 MILES OF ROAD RECONSTRUCTION.)	MPO Aprv:
CT PROJECT ID:			MPO ID.: KER260406		State Aprv:
COUNTY: Kern County	ROUTE:	PM:			Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

IMPLEMENTING AGENCY: Kern County

PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)					(Dollars in whole)			
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	1,918,453		

* RSTP -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: STP Local	RW									
* Funding Agency:	CON				1,698,406					1,698,406
	Total:				1,698,406					1,698,406

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON				220,047					220,047
	Total:				220,047					220,047

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON				1,918,453					1,918,453
	Total:				1,918,453					1,918,453

Comments:
***** Version 1 - 03/24/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 03/01/2026 *****
RTP Reference: 2022 RTP p.5-32
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0960	TITLE (DESCRIPTION): W PERKINS AT 3RD (MCFARLAND: INTERSECTION OF W. PERKINS AVE AND 3RD ST; IMPROVE SAFER COMMUTE AND INCREASE SAFETY BY INSTALLING FLASHING STOP LIGHTS, HIGH VISABILITY CROSSWALK, RESURFACING ROAD ON A CROSSWALK AND SURROUNDING CROSSWALK AREA, STRIPING ROAD, AND ADA RAMPS)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER220403		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Safety Improvement Program.

IMPLEMENTING AGENCY: McFarland, City of	PHONE:	EMAIL:
PROJECT MANAGER:		

PROJECT VERSION HISTORY (Printed Version is Shaded)						(Dollars in whole)			
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE	
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	391,507		55,800	

* RSTP -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	49,399								49,399
* Fund Source 1 of 2	RW									
* Fund Type: STP Local	CON	346,601								346,601
* Funding Agency:	Total:	396,000								396,000

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	6,401								6,401
* Fund Source 2 of 2	RW									
* Fund Type: Local Transportation Funds	CON	44,906								44,906
* Funding Agency:	Total:	51,307								51,307

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	55,800								55,800
	RW									
	CON	391,507								391,507
	Total:	447,307								447,307

Comments:
***** Version 1 - 01/29/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4
Prior Yr Status: Project Completion Pending
Total Project Cost: ---
***** Version 1 - 04/23/2024*****
Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-30
Prior Yr Status: Project Completion Pending
Total Project Cost: ---
***** Version 3 - 02/01/2024 *****
Per 1/11/24 McFarland letter: Revise Project Description to Remove "Flashing Crosswalk"

RTP Reference: 2022 RTP p.5-30
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 04/11/22 *****
Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-30
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 03/03/2022 *****
RTP Reference: 2018 RTP, Page 5-6
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 09	PPNO:	EA:	CTIPS ID: 204-0000-1008	TITLE (DESCRIPTION): S MAHAN ST (IN RIDGECREST: S MAHAN ST B/N W BOWMAN RD AND W DOLPHIN AVE; RECONSTRUCTION AND INSTALLATION OF DRAINAGE FACILITIES (CURB AND GUTTER) ALONG +/- OF SINGLE LANE ROADWAY, WITH VARIOUS IMPROVEMENTS AND NUMEROUS UNIMPROVED LOCATIONS)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER240403		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

IMPLEMENTING AGENCY: Ridgecrest, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	1,887,643		

* RSTP -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: STP Local	RW									
* Funding Agency:	CON	1,671,130								1,671,130
	Total:	1,671,130								1,671,130

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON	216,513								216,513
	Total:	216,513								216,513

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	1,887,643								1,887,643
	Total:	1,887,643								1,887,643

Comments:

***** Version 1 - 01/29/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4
 Prior Yr Status: Construction Pending
 Total Project Cost: ---

***** Version 3 - 01/15/2025 *****

Per 1/13/25 City of Ridgecrest letter: Move \$99,982 RSTP FY 24/25 and \$12,954 Local FY 24/25 from PE phase to CON phase.

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: ---
 Total Project Cost: ---

***** Version 1 - 03/08/24 *****

Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: ---
 Total Project Cost: ---
 ***** Version 1 - 02/01/2024 *****

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: ---
 Total Project Cost: ---

(Dollars in Whole)

Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1044	TITLE (DESCRIPTION): S MAHAN ST PHASE II (RIDGECREST: S MAHAN FROM W DOLPHIN AVE TO W SPINGER AVE (+/- 2800'); RECONSTRUCTION AND INSTALLATION OF DRAINAGE FACILITIES (CURB AND GUTTER) ALONG SINGLE LANE ROADWAY, WITH VARIOUS IMPROVEMENTS AND NUMEROUS UNIMPROVED LOCATIONS)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER260407		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

IMPLEMENTING AGENCY: Ridgecrest, City of

PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)					(Dollars in whole)				
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE	
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	2,519,191			

* RSTP -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: STP Local	CON		2,230,239							2,230,239
* Funding Agency:	Total:		2,230,239							2,230,239

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Local Transportation Funds	CON		288,952							288,952
* Funding Agency:	Total:		288,952							288,952

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON		2,519,191							2,519,191
	Total:		2,519,191							2,519,191

Comments:
***** Version 1 - 03/24/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 03/01/2026 *****
RTP Reference: 2022 RTP p.5-32
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1045	TITLE (DESCRIPTION): W LAS FLORES AVE (RIDGECREST: W LAS FLORES AVE FROM N CHINA LAKE BLVD TO N NORMA ST; PAVEMENT RECONSTRUCTION INCLUDING CURB AND GUTTER, CURB RAMPS, AND SIDEWALKS)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER260408		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

IMPLEMENTING AGENCY: Ridgecrest, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	1,844,925		117,404

* RSTP -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: STP Local	RW									
* Funding Agency:	CON				1,633,312					1,633,312
	Total:				1,633,312					1,633,312

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE		117,404							117,404
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON				211,613					211,613
	Total:		117,404		211,613					329,017

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE		117,404							117,404
	RW									
	CON				1,844,925					1,844,925
	Total:		117,404		1,844,925					1,962,329

Comments:

***** Version 1 - 03/24/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 03/01/2026 *****

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: ---

Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1009	TITLE (DESCRIPTION): LERDO HWY (IN SHAFTER: LERDO HWY FROM S VALLEY ST TO S SCHNAIDT ST; RECONSTRUCTION)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER240404		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

IMPLEMENTING AGENCY: Shafter, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	847,000		

* RSTP -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: STP Local	RW									
* Funding Agency:	CON	749,849								749,849
	Total:	749,849								749,849

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON	97,151								97,151
	Total:	97,151								97,151

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	847,000								847,000
	Total:	847,000								847,000

Comments:

***** Version 1 - 01/29/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4
Prior Yr Status: Construction Pending
Total Project Cost: ---

***** Version 1 - 03/08/24 *****

Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 02/01/2024 *****

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: ---

Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1010	TITLE (DESCRIPTION): ZERKER RD (IN SHAFTER: ZERKER RD FROM 500 SOUTH OF NEW KAPITTEL RD TO GMC ROOFING; RECONSTRUCTION)	MPO Aprv:
CT PROJECT ID:			MPO ID.: KER240405		State Aprv:
COUNTY: Kern County	ROUTE:	PM:			Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

IMPLEMENTING AGENCY: Shafter, City of	PHONE:	EMAIL:
PROJECT MANAGER:		

PROJECT VERSION HISTORY (Printed Version is Shaded)						(Dollars in whole)			
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE	
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	730,000			

* RSTP -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: STP Local	RW									
* Funding Agency:	CON	646,269								646,269
	Total:	646,269								646,269

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON	83,731								83,731
	Total:	83,731								83,731

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	730,000								730,000
	Total:	730,000								730,000

Comments:
***** Version 1 - 01/29/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4
Prior Yr Status: Construction Pending
Total Project Cost: ---
***** Version 1 - 03/08/24 *****
Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-32
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 02/01/2024 *****
RTP Reference: 2022 RTP p.5-32
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1046	TITLE (DESCRIPTION): CENTRAL AVE (SHAFTER: CENTRAL AVE FROM WALKER ST TO CALLOWAY ST; PAVEMENT RECONSTRUCTION)	MPO Aprv:
CT PROJECT ID:			MPO ID.: KER260409		State Aprv:
COUNTY: Kern County	ROUTE:	PM:			Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

IMPLEMENTING AGENCY: Shafter, City of	PHONE:	EMAIL:
PROJECT MANAGER:		

PROJECT VERSION HISTORY (Printed Version is Shaded)					(Dollars in whole)			
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	1,061,000		

* RSTP -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: STP Local	RW									
* Funding Agency:	CON				761,000					761,000
	Total:				761,000					761,000

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON				300,000					300,000
	Total:				300,000					300,000

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON				1,061,000					1,061,000
	Total:				1,061,000					1,061,000

Comments:
***** Version 1 - 03/24/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 03/01/2026 *****
RTP Reference: 2022 RTP p.5-32
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0855	TITLE (DESCRIPTION): GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES - PAVEMENT RESURFACING AND/OR REHABILITATION)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER180403		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	09/09/2026	CVALLE	Adoption - Carry Over	0	7,971,379		

* RSTP -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 4	PE									
	RW									
* Fund Type: STP Local	CON	3,365,655								3,365,655
* Funding Agency:	Total:	3,365,655								3,365,655

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 4	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	1,173,724								1,173,724
* Funding Agency:	Total:	1,173,724								1,173,724

* Other Fed -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 4	PE									
	RW									
* Fund Type: Highway Infrastructure Program (HIP)	CON	32,000								32,000
* Funding Agency:	Total:	32,000								32,000

* RIP -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 4	PE									
	RW									
* Fund Type: STIP Advance Construction	CON			3,400,000						3,400,000
* Funding Agency:	Total:			3,400,000						3,400,000

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	4,571,379		3,400,000						7,971,379
	Total:	4,571,379		3,400,000						7,971,379

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

PDF page 61

2027 FTIP

Comments:

***** Version 1 - 01/29/26 *****

Project data transfered from 2024 FTIP.

Per 3/20/26 CTC Meeting: PPNO 2659 Time Extension to Feb 2028.

RTP Reference: 2026 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

***** Version 12 - 10/14/2025 *****

Per 10/7/25 Taft letter: Add \$238,200 Local FY 25/26; and Revise project description

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 04/23/2024*****

Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: ---

Total Project Cost: ---

***** Version 10 - 02/01/2024 *****

Add \$1,693,851 Local and \$11,738,504 RSTP FY 24/25; Add \$1,281,858 Local and \$9,893,863 RSTP FY 25/26

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 02/01/22 *****

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: ---

Total Project Cost: ---

***** Version 7 - 04/22/2021 *****

Per 4/9/21 Kern County letter: change of lead agency to Kern County for Arvin project per Arvin/Kern County March 23, 2021 project delivery agreement

Per 4/9/21 Taft letter: move Taft \$28,726 HIP and \$3,722 Local from FY 20/21 to FY 21/22

***** Version 1 - 08/17/2020*****

Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-8

Prior Yr Status: ---

Total Project Cost: ---

***** Version 5 - 02/24/2020 *****

Delete \$802,559 RSTP, \$70,000 HIP, \$860,089 Local FY 18/19; Delete \$129,000 HIP FY 19/20; Add \$11,890,316 RSTP, \$1,832,544 HIP, \$1,778,001 Local FY 20/21; Add \$11,093,075 RSTP, \$1,006,067 HIP, \$1,978,486 Local FY 21/22

***** Version 4 - 08/20/2019 *****

Delete \$12,960 RSTP FY 18/19; Delete \$1,679 Local FY 18/19; Delete \$885,600 RSTP FY 19/20; Delete \$1,000 HIP FY 19/20; Delete \$116,894 Local FY 19/20; Delete Arvin FY 18/19 and FY 19/20 project; Move Shafter FY 19/20 project to KER190401

***** Version 1 - 05/14/18 *****

Project data transfered from 2016 FTIP.

Includes prior year projects from KER160402; Added Highway Infrastructure Program funding FY 18/19 and 19/20

***** Version 1 - 02/12/2018 *****

RTP Reference: 2014 RTP, Page 5-21; Prior Yr status: ---;

Future Cost Est.: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1047	TITLE (DESCRIPTION): GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES - PAVEMENT RESURFACING AND/OR REHABILITATION)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.
CT PROJECT ID:			MPO ID.: KER260410		
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	08/17/2026	CVALLE	Adoption - Carry Over	0	41,466,170		

* RSTP -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: STP Local	CON		12,679,203	11,900,898	10,391,608	1,282,249				36,253,958
* Funding Agency:	Total:		12,679,203	11,900,898	10,391,608	1,282,249				36,253,958

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Local Transportation Funds	CON		1,754,388	1,888,719	1,402,975	166,130				5,212,212
* Funding Agency:	Total:		1,754,388	1,888,719	1,402,975	166,130				5,212,212

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON		14,433,591	13,789,617	11,794,583	1,448,379				41,466,170
	Total:		14,433,591	13,789,617	11,794,583	1,448,379				41,466,170

Comments:
***** Version 1 - 03/24/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 03/01/2026 *****
RTP Reference: 2022 RTP p.5-32
Prior Yr Status: ---
Total Project Cost: ---

Congestion Mitigation and Air Quality (CMAQ) Improvement Program (Non-Transit Projects)

Including Carbon Reduction Program (CRP)

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1049	TITLE (DESCRIPTION): 4TH AVE (ARVIN: 4TH AVE FROM N. DERBY ST TO N. A ST; CONSTRUCT ASPHALT PAVED SHOULDERS, SIDEWALKS, CURB AND GUTTER, CURB RAMPS, DRIVE APPROACHES, AND OTHER RELATED IMPROVEMENTS)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER260502		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Shoulder Improvements.

IMPLEMENTING AGENCY: Arvin, City of	PHONE:	EMAIL:
PROJECT MANAGER:		

PROJECT VERSION HISTORY (Printed Version is Shaded)						(Dollars in whole)			
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE	
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	565,245		94,207	

* CMAQ -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: Congestion Mitigation	RW									
* Funding Agency:	CON					500,411				500,411
	Total:					500,411				500,411

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE		94,207							94,207
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON					64,834				64,834
	Total:		94,207			64,834				159,041

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE		94,207							94,207
	RW									
	CON					565,245				565,245
	Total:		94,207			565,245				659,452

Comments:
***** Version 1 - 03/24/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 03/01/2026 *****
RTP Reference: 2022 RTP p.5-30
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1050	TITLE (DESCRIPTION): ARVIN AVE AND C ST (ARVIN: ARVIN AVE FROM B ST TO C ST & C ST FROM ARVIN AVE TO BEAR MOUNTAIN BLVD/HWY 223; CONSTRUCT ASPHALT PAVED SHOULDERS, SIDEWALKS, CURB AND GUTTER, CURB RAMPS, DRIVE APPROACHES, AND OTHER RELATED IMPROVEMENTS)	MPO Aprv:
CT PROJECT ID:			MPO ID.: KER260503		State Aprv:
COUNTY: Kern County	ROUTE:	PM:			Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Shoulder Improvements.

IMPLEMENTING AGENCY: Arvin, City of	PHONE:	EMAIL:
PROJECT MANAGER:		

PROJECT VERSION HISTORY (Printed Version is Shaded)						(Dollars in whole)			
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE	
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	367,236		61,206	

* CMAQ -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: Congestion Mitigation	RW									
* Funding Agency:	CON					325,114				325,114
	Total:					325,114				325,114

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE		61,206							61,206
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON					42,122				42,122
	Total:		61,206			42,122				103,328

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE		61,206							61,206
	RW									
	CON					367,236				367,236
	Total:		61,206			367,236				428,442

Comments:
***** Version 1 - 03/24/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 03/01/2026 *****
RTP Reference: 2022 RTP p.5-30
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1016	TITLE (DESCRIPTION): CORRIDOR IMPROVEMENTS 18TH AND 19TH (BAKERSFIELD: ALONG 18TH AND 19TH STREETS FROM L ST TO O ST; CONSTRUCT CURB EXTENSIONS AND CUTS, HIGH-VISIBILITY CROSSWALKS, ADDITIONAL STRIPING, AND INSTALL CLASS II BIKE LANES)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER240505		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.

IMPLEMENTING AGENCY: Bakersfield, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	2,490,919		

* CMAQ -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: Congestion Mitigation	RW									
* Funding Agency:	CON	2,205,210								2,205,210
	Total:	2,205,210								2,205,210

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON	285,709								285,709
	Total:	285,709								285,709

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	2,490,919								2,490,919
	Total:	2,490,919								2,490,919

Comments:

***** Version 1 - 01/29/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4
Prior Yr Status: Construction in progress
Total Project Cost: ---

***** Version 1 - 03/08/24 *****

Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 02/01/2024 *****

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: ---

Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1051	TITLE (DESCRIPTION): MONITOR ST (BAKERSFIELD: MONITOR ST FROM FAIRVIEW RD AND WHITE LN; CONSTRUCTION OF CURB EXTENSIONS, HIGH-VISIBILITY CROSSWALKS, RECTANGULAR RAPID FLASHING BEACONS (RRFB'S), ADVANCED STOP MARKINGS, TURN LANE MARKINGS, AND STRIPING, RAISED MEDIANS, ACCESSIBILITY UPGRADES, AND A COMBINATION OF DEDICATED, CLASS II AND CLASS IV BIKE LANES)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER260504		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.

IMPLEMENTING AGENCY: Bakersfield, City of	PHONE:	EMAIL:
PROJECT MANAGER:		

PROJECT VERSION HISTORY (Printed Version is Shaded)						(Dollars in whole)			
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE	
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	5,118,956			

* CMAQ -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Congestion Mitigation	CON		4,531,811							4,531,811
* Funding Agency:	Total:		4,531,811							4,531,811

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Local Transportation Funds	CON		587,145							587,145
* Funding Agency:	Total:		587,145							587,145

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON		5,118,956							5,118,956
	Total:		5,118,956							5,118,956

Comments:
***** Version 1 - 03/24/26 *****
Project data transferred from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 03/01/2026 *****
RTP Reference: 2022 RTP p.5-30
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1048	TITLE (DESCRIPTION): RIDESHARE (IN KERN COUNTY: COMMUTEKERN RIDESHARE PROGRAM)	MPO Aprv:
CT PROJECT ID:			MPO ID.: KER260501		State Aprv:
COUNTY: Kern County	ROUTE:	PM:			Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Ride-sharing and van-pooling program.

IMPLEMENTING AGENCY: Kern Council of Governments	PHONE:	EMAIL:
PROJECT MANAGER:		

PROJECT VERSION HISTORY (Printed Version is Shaded)						(Dollars in whole)		
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	791,026		

* CMAQ -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: Congestion Mitigation	RW									
	CON		341,308	358,986						700,294
* Funding Agency:	Total:		341,308	358,986						700,294

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: Local Transportation Funds	RW									
	CON		44,221	46,511						90,732
* Funding Agency:	Total:		44,221	46,511						90,732

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON		385,529	405,497						791,026
	Total:		385,529	405,497						791,026

Comments:
***** Version 1 - 03/24/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 03/01/2026 *****
RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program

(Dollars in Whole)

Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1052	TITLE (DESCRIPTION): ART LN (KERN COUNTY (LAMONT): ART LN FROM WEST END OF ART LN TO HABECKER RD; PAVE UNPAVED ROAD AND SHOULDER)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER260505		
COUNTY: Kern County	ROUTE:	PM:			EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

IMPLEMENTING AGENCY: Kern County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	497,230	49,000	124,308

* CMAQ -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: Congestion Mitigation	RW									
* Funding Agency:	CON				440,197					440,197
	Total:				440,197					440,197

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE		124,308							124,308
* Fund Type: Local Transportation Funds	RW		49,000							49,000
* Funding Agency:	CON				57,033					57,033
	Total:		173,308		57,033					230,341

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE		124,308							124,308
	RW		49,000							49,000
	CON				497,230					497,230
	Total:		173,308		497,230					670,538

Comments:

***** Version 1 - 03/24/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 03/01/2026 *****

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: ---

Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1056	TITLE (DESCRIPTION): GRIFFITH AVE (WASCO: GRIFFITH AVE FROM FILBURN ST TO WASCO UNION ELEMENTARY SCHOOL DISTRICT MAINTENANCE, OPERATIONS, &TRANSPORTATION FACILITY (APPROXIMATELY 0.25 MI); SURFACE UNPAVED EAST SHOULDER, CURB & GUTTER, ADA RAMPS, SIDEWALKS, STRIPING, AND RELOCATE PG&E POWER LINES)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY Shoulder Improvements.
CT PROJECT ID:			MPO ID.: KER260509		
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Wasco, City of	PHONE:	EMAIL:
PROJECT MANAGER:		

PROJECT VERSION HISTORY (Printed Version is Shaded)						(Dollars in whole)			
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE	
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	571,725	250,000	113,000	

* CMAQ -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: Congestion Mitigation	RW									
* Funding Agency:	CON					506,148				506,148
	Total:					506,148				506,148

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE		113,000							113,000
* Fund Type: Local Transportation Funds	RW		250,000							250,000
* Funding Agency:	CON					65,577				65,577
	Total:		363,000			65,577				428,577

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE		113,000							113,000
	RW		250,000							250,000
	CON					571,725				571,725
	Total:		363,000			571,725				934,725

Comments:
***** Version 1 - 03/24/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 03/01/2026 *****
RTP Reference: 2022 RTP p.5-30
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0862	TITLE (DESCRIPTION): GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SAFER ROADS - INCLUSIVE OF FEDERAL AID AND NON-FEDERAL AID ROADS (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES: RAILROAD/HIGHWAY CROSSING, SAFER NON- FEDERAL-AID SYSTEM ROADS, SHOULDER IMPROVEMENTS, TRAFFIC CONTROL DEVICES AND OPERATING ASSISTANCE OTHER THAN SIGNALIZATION PROJECTS, PAVEMENT MARKING, TRUCK CLIMBING LANES OUTSIDE THE URBANIZED AREA, LIGHTING IMPROVEMENTS, EMERGENCY TRUCK PULLOVERS. PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.127 TABLE 3 EXEMPT PROJECTS CATEGORIES: INTERSECTION SIGNALIZATION PROJECTS AT INDIVIDUAL INTERSECTIONS)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER180507		EPA TABLE II or III EXEMPT CATEGORY Safety Improvement Program.
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Proj Con	Proj RW	PE
1	Active	09/09/2026	CVALLE	Adoption - Carry Over	0	14,775,060		

* CMAQ -				<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE											
* Fund Type: Congestion Mitigation	RW											
* Funding Agency:	CON			9,895,339								9,895,339
	Total:			9,895,339								9,895,339

* Local Funds -				<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE											
* Fund Type: Local Transportation Funds	RW											
* Funding Agency:	CON			1,738,969								1,738,969
	Total:			1,738,969								1,738,969

* Other Fed -				<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE											
* Fund Type: Carbon Reduction Program (CRP)	RW											
* Funding Agency:	CON			3,140,752								3,140,752
	Total:			3,140,752								3,140,752

Project Total:				<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE											
	RW											
	CON			14,775,060								14,775,060
	Total:			14,775,060								14,775,060

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

PDF page 72

2027 FTIP

Comments:

***** Version 1 - 01/29/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 04/23/2024*****

Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: ---

Total Project Cost: ---

***** Version 12 - 02/01/2024 *****

Add \$251,445 Local and \$1,554,828 CRP FY 23/24; Delete \$349,924 Local and Add \$1,585,924 CRP and Delete \$4,283,727 CMAQ FY 24/25; Add \$591,167 Local and \$4,562,835 CMAQ FY 25/26

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: ---

Total Project Cost: ---

***** Version 11 - 11/17/2023 *****

Per 11/15/23 Bakersfield letter: add \$50,000 local FY 23/24

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: ---

Total Project Cost: ---

***** Version 2 - 12/20/2022 *****

Per 11/17/22 Kern COG Board action: move \$350,671 CMAQ and \$45,434 local from prior year to FY 22/23; move \$1,113,330 CMAQ and \$144,244 local from FY 22/23 to FY 24/25; move \$598,197 CMAQ and \$77,503 local from FY 24/25 to FY 22/23

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 02/01/22 *****

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 11/30/2020*****

Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP, Page 5-6

Prior Yr Status: ---

Total Project Cost: ---

***** Version 6 - 11/02/2020 *****

Per 10/15/20 Kern COG Board action: Move \$643,135 CMAQ and \$83,325 Local from FY 22/23 to FY 20/21; revise group listing

RTP Reference: 2018 RTP, Page 5-6; Prior Yr Status: ---; Future Cost Est: ---

***** Version 5 - 08/04/2020 *****

Per 7/16/20 Kern COG Board action: Move \$2,362,277 CMAQ and \$306,059 Local from FY 20/21 to FY 23/24; revise group listing

Per Caltrans email: update Project Title and Description

***** Version 4 - 02/24/2020 *****

Delete \$44,265 CMAQ, \$5,735 Local FY 18/19; Add \$2,526,630 CMAQ, \$315,996 Local FY 19/20; Add \$3,689,369 CMAQ, \$477,787 Local FY 20/21; Add \$2,918,041 CMAQ, \$378,064 Local FY 21/22; Add \$5,299,611 CMAQ, \$686,622 Local FY 22/23; Add \$8,754,622 CMAQ, \$2,029,371 Local FY 23/24

***** Version 1 - 05/14/18 *****

Project data transfered from 2016 FTIP.

Includes revisions to contingency projects

***** Version 1 - 02/13/2018 *****

RTP Reference: 2014 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0921	TITLE (DESCRIPTION): GROUPED PROJECTS FOR INTERSECTION CHANNELIZATION (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.127 TABLE 3 EXEMPT PROJECTS CATEGORIES -INTERSECTION CHANNELIZATION PROJECTS)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER200506		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Intersection channelization projects.

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	05/28/2026	CVALLE	Adoption - Carry Over	0	5,270,572		

* CMAQ -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE									
* Fund Type: Congestion Mitigation	RW									
* Funding Agency:	CON	3,008,112								3,008,112
	Total:	3,008,112								3,008,112

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON	604,536								604,536
	Total:	604,536								604,536

* Other Fed -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE									
* Fund Type: Carbon Reduction Program (CRP)	RW									
* Funding Agency:	CON	1,657,924								1,657,924
	Total:	1,657,924								1,657,924

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	5,270,572								5,270,572
	Total:	5,270,572								5,270,572

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

PDF page 74

2027 FTIP

Comments:

***** Version 1 - 03/24/2026*****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4
Prior Yr Status: Construction Pending
Total Project Cost: ---
***** Version 12 - 03/01/2026 *****
Delete \$11,442,802 CMAQ, \$1,250,000 Minor Program and \$1,943,614 Local FY 26/27

RTP Reference: 2022 RTP p.5-32
Prior Yr Status: ---
Total Project Cost: ---
***** Version 11 - 01/22/2026 *****
Per 1/21/26 Kern County letter: Add \$1,250,000 Minor Program and \$461,078 Local FY 26/27

RTP Reference: 2022 RTP p.5-32
Prior Yr Status: ---
Total Project Cost: ---
***** Version 10 - 01/21/2025 *****
Correcting typo error in CTIPS CON funding to be consistent with Grouped Listing.

RTP Reference: 2022 RTP p.5-32
Prior Yr Status: ---
Total Project Cost: ---
***** Version 9 - 12/17/2024 *****
Per 11/8/24 Caltrans letter and 11/12/24 Kern County letter: Change lead agency in group listing.
Correction: Revise fund source; \$72,000 CMAQ FY 24/25 to \$72,000 CRP FY 24/25 for the Tehachapi Tucker Rd project.

RTP Reference: 2022 RTP p.5-32
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 04/23/2024*****
Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-32
Prior Yr Status: ---
Total Project Cost: ---
***** Version 7 - 02/01/2024 *****
Delete \$74,229 Local and \$572,929 CMAQ FY 22/23; Delete \$396,639 Local and \$3,061,415 CMAQ FY 23/24; Delete \$505,793 and Add \$72,000 CRP and Delete \$3,975,914 CMAQ FY 24/25; Add \$355,256 Local and \$1,585,924 CRP and \$1,156,076 CMAQ FY 25/26; Add \$1,482,536 Local and \$11,442,802 CMAQ FY 26/27

RTP Reference: 2022 RTP p.5-32
Prior Yr Status: ---
Total Project Cost: ---

***** Version 1 - 02/01/22 *****
Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-32
Prior Yr Status: ---
Total Project Cost: ---
***** Version 4 - 06/22/2021 *****
Per 1/29/21 and 6/22/21 Caltrans emails: delete \$500,000 Local FY 21/22; Note that Caltrans is providing the \$194,341 state match from SHOPP for the CMAQ funding under MPO ID KER210204, project 0R190; project 0R190 is fully funded

***** Version 1 - 11/12/2020*****
Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---
***** Version 2 - 11/10/2020 *****
Per 11/2/20 Shafter letter: change lead agency in group listing
***** Version 1 - 02/27/2020 *****
RTP Reference: 2018 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1057	TITLE (DESCRIPTION): GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SAFER ROADS - INCLUSIVE OF FEDERAL AID AND NON FEDERAL AID ROADS (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES: RAILROAD/HIGHWAY CROSSING, SAFER NON-FEDERAL-AID SYSTEM ROADS, SHOULDER IMPROVEMENTS, TRAFFIC CONTROL DEVICES AND OPERATING ASSISTANCE OTHER THAN SIGNALIZATION PROJECTS, PAVEMENT MARKING, TRUCK CLIMBING LANES OUTSIDE THE URBANIZED AREA, LIGHTING IMPROVEMENTS, EMERGENCY TRUCK PULLOVERS. PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.127 TABLE 3 EXEMPT PROJECTS CATEGORIES: INTERSECTION SIGNALIZATION PROJECTS AT INDIVIDUAL INTERSECTIONS)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER260510		EPA TABLE II or III EXEMPT CATEGORY Safety Improvement Program.
COUNTY: Kern County	ROUTE:	PM:			

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	33,495,080		

* CMAQ -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE									
* Fund Type: Congestion Mitigation	RW									
	CON		6,608,844	7,079,981	5,764,171	6,962,979				26,415,975
* Funding Agency:	Total:		6,608,844	7,079,981	5,764,171	6,962,979				26,415,975

* Other Fed -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE									
* Fund Type: Carbon Reduction Program (CRP)	RW									
	CON		1,219,365	1,042,883						2,262,248
* Funding Agency:	Total:		1,219,365	1,042,883						2,262,248

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE									
* Fund Type: Local Transportation Funds	RW									
	CON		1,951,230	1,168,041	746,811	950,775				4,816,857
* Funding Agency:	Total:		1,951,230	1,168,041	746,811	950,775				4,816,857

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON		9,779,439	9,290,905	6,510,982	7,913,754				33,495,080
	Total:		9,779,439	9,290,905	6,510,982	7,913,754				33,495,080

Comments:

***** Version 1 - 03/24/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 03/01/2026 *****

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: ---

Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1058	TITLE (DESCRIPTION): GROUPED PROJECTS FOR INTERSECTION CHANNELIZATION (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.127 TABLE 3 EXEMPT PROJECTS CATEGORIES -INTERSECTION CHANNELIZATION PROJECTS)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER260511		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Intersection channelization projects.

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	11,795,839		

* CMAQ -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: Congestion Mitigation	RW									
* Funding Agency:	CON		604,019	4,026,797		4,950,995				9,581,811
	Total:		604,019	4,026,797		4,950,995				9,581,811

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON		1,050,858	521,715		641,455				2,214,028
	Total:		1,050,858	521,715		641,455				2,214,028

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON		1,654,877	4,548,512		5,592,450				11,795,839
	Total:		1,654,877	4,548,512		5,592,450				11,795,839

Comments:
***** Version 1 - 03/24/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 03/01/2026 *****
RTP Reference: 2022 RTP p.5-32
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1059	TITLE (DESCRIPTION): GROUPED PROJECTS FOR BICYCLE AND PEDESTRIAN FACILITIES (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES: BICYCLE AND PEDESTRIAN FACILITIES)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER260512		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	2,235,599		

* Other Fed -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE									
* Fund Type: Carbon Reduction Program (CRP)	RW									
* Funding Agency:	CON		93,664	630,864						724,528
	Total:		93,664	630,864						724,528

* CMAQ -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE									
* Fund Type: Congestion Mitigation	RW									
* Funding Agency:	CON					1,254,646				1,254,646
	Total:					1,254,646				1,254,646

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON		12,136	81,736		162,553				256,425
	Total:		12,136	81,736		162,553				256,425

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON		105,800	712,600		1,417,199				2,235,599
	Total:		105,800	712,600		1,417,199				2,235,599

Comments:

***** Version 1 - 03/24/26 *****

Project data transferred from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 03/01/2026 *****

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: ---

Total Project Cost: ---

MASS TRANSPORTATION LIST OF PROJECTS

Transit Program (Non-CMAQ)

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0968	TITLE (DESCRIPTION): REPLACEMENT BUSES (IN ARVIN: PURCHASE OF A REPLACEMENT 35 FT ELECTRIC BUS AND A REPLACEMENT BATTERY-ELECTRIC 26 FT DIAL-A-RIDE BUS, CONSTRUCT SOLAR MICROGRID WITH BATTERY BACKUP CHARGING INFRASTRUCTURE, WORKFORCE DEVELOPMENT)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER220803		EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Arvin, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	3,653,187		

* FTA Funds -

* Fund Source 1 of 5

* Fund Type: Bus and Bus Facilities Discretionary Program (Bus

* Funding Agency:

	<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	2,922,550								2,922,550
Total:	2,922,550								2,922,550

* Other State -

* Fund Source 2 of 5

* Fund Type: Low Carbon Transit Operations Program (LCTOP)

* Funding Agency:

	<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	57,775								57,775
Total:	57,775								57,775

* Other State -

* Fund Source 3 of 5

* Fund Type: California Heavy Duty Voucher Incentive Project (H

* Funding Agency:

	<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	120,000								120,000
Total:	120,000								120,000

* Other State -

* Fund Source 4 of 5

* Fund Type: Road Maintenance and Rehabilitation Account

* Funding Agency:

	<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	132,689								132,689
Total:	132,689								132,689

* Local Funds -

* Fund Source 5 of 5

* Fund Type: City Funds

* Funding Agency:

	<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	420,173								420,173
Total:	420,173								420,173

Project Total:

	<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	3,653,187								3,653,187
Total:	3,653,187								3,653,187

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

PDF page 81

2027 FTIP

Comments:

***** Version 1 - 01/29/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5
Prior Yr Status: Project Completion Pending
Total Project Cost: ---
***** Version 1 - 01/31/24 *****
Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: Project Completion Pending
Total Project Cost: ---
***** Version 2 - 02/17/2023 *****
Per 2/9/23 Arvin letter: Re-program the project as part of the 2023 FTIP in FY 22/23

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 04/26/2022 *****
Per Arvin 4/7/22 letter:

\$420,173 Local Funds total includes: \$243,973 San Joaquin Valley Air Pollution Control District Clean Vehicle Infrastructure Program (CVIP); \$10,000 Arvin General Funds; \$103,000 Arvin Transportation Development Act; \$63,200 Arvin Low Carbon Fuel Credits

RTP Reference: 2018 RTP p.5-4; Prior Yr Status: ---; Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1028	TITLE (DESCRIPTION): OPERATING ASSISTANCE FY 2026-27 (IN DELANO: OPERATING ASSISTANCE FY 2026-27 (\$1,057,854.50 toll credits))	MPO Aprv:
CT PROJECT ID:			MPO ID.: KER250802		State Aprv:
COUNTY: Kern County	ROUTE:		PM:		Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.

IMPLEMENTING AGENCY: Delano, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)					(Dollars in whole)			
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	2,115,709		

* FTA Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON		2,115,709							2,115,709
* Funding Agency:	Total:		2,115,709							2,115,709

Comments:
***** Version 1 - 01/29/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5
Prior Yr Status: --
Total Project Cost: -
***** Version 1 - 04/28/2025 *****
Per 11/25/24 Delano Letter: New project.

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1037	TITLE (DESCRIPTION): GAS DIAL-A-RIDE VAN FY 2025-26 (IN DELANO: PURCHASE 1 GAS EXPANSION DIAL-A-RIDE VAN COMPLIANT WITH AMERICANS WITH DISABILITIES ACT (toll credits \$27,181))	MPO Aprv:
CT PROJECT ID:			MPO ID.: KER250811		State Aprv:
COUNTY: Kern County	ROUTE:		PM:		Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Purchase of support vehicles.

IMPLEMENTING AGENCY: Delano, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)					(Dollars in whole)			
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/28/2026	CVALLE	Adoption - Carry Over	0	181,209		

* FTA Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
	RW									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	CON	181,209								181,209
* Funding Agency:	Total:	181,209								181,209

Comments:
***** Version 1 - 01/29/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5
Prior Yr Status: Project Completion Pending
Total Project Cost: -
***** Version 1 - 12/29/2025 *****
Per 12/2/25 Delano letter: New project

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: --
Total Project Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program (Dollars in Whole) Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0945	TITLE (DESCRIPTION): ELECTRONIC DYNAMIC SIGNS (IN BAKERSFIELD: AT VARIOUS FACILITY LOCATIONS: PURCHASE AND INSTALL ELECTRONIC DYNAMIC SIGNS)	MPO Aprv:
CT PROJECT ID:			MPO ID.: KER210808		State Aprv:
COUNTY: Kern County	ROUTE:	PM:			Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Purchase of equipment for existing facilities.

IMPLEMENTING AGENCY: Golden Empire Transit
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	300,000		

* FTA Funds -

* Fund Source 1 of 2

* Fund Type: FTA5307 - Urbanized Area Formula Program

* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW									
CON	240,000								240,000
Total:	240,000								240,000

* Local Funds -

* Fund Source 2 of 2

* Fund Type: TDA

* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW									
CON	60,000								60,000
Total:	60,000								60,000

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW									
CON	300,000								300,000
Total:	300,000								300,000

Comments:

***** Version 1 - 01/29/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 01/31/24 *****

Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 2 - 02/13/2023 *****

Per 1/24/23 Golden Empire Transit District letter: move from prior year to FY 22/23

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 02/01/22 *****

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 06/24/2021 *****

Per 6/22/21 Golden Empire Transit District letter

RTP Reference: 2018 RTP, Page 5-4, Prior Yr Status:---; Future Cost Est:---

Kern Council of Governments - Federal Transportation Improvement Program (Dollars in Whole) Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0949	TITLE (DESCRIPTION): COMPUTER REPLACEMENT FY 2022-23 (IN BAKERSFIELD: COMPUTER REPLACEMENT FOR MAIN AND DOWNTOWN FACILITY FY 2022-23)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER210812		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Purchase of equipment for existing facilities.

IMPLEMENTING AGENCY: Golden Empire Transit
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	30,000		

* FTA Funds -

* Fund Source 1 of 2

* Fund Type: FTA5307 - Urbanized Area Formula Program

* Funding Agency:

	<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	24,000								24,000
Total:	24,000								24,000

* Local Funds -

* Fund Source 2 of 2

* Fund Type: TDA

* Funding Agency:

	<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	6,000								6,000
Total:	6,000								6,000

Project Total:

	<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	30,000								30,000
Total:	30,000								30,000

Comments:

***** Version 1 - 01/29/26 *****

Project data transferred from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 01/31/24 *****

Project data transferred from 2022 FTIP.

RTP Reference: 2022 RTP p.5-4,

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 02/01/22 *****

Project data transferred from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4,

Prior Yr Status:---

Total Project Cost: ---

***** Version 1 - 06/24/2021 *****

Per 6/22/21 Golden Empire Transit District letter

RTP Reference: 2018 RTP, Page 5-4, Prior Yr Status:---; Future Cost Est:---

Kern Council of Governments - Federal Transportation Improvement Program (Dollars in Whole) Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0974	TITLE (DESCRIPTION): PREVENTIVE MAINTENANCE FY 2022-23 (IN BAKERSFIELD: PREVENTIVE MAINTENANCE FY 2022-23)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER230803		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.

IMPLEMENTING AGENCY: Golden Empire Transit
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	7,400,000		

* FTA Funds -

* Fund Source 1 of 2

* Fund Type: FTA5307 - Urbanized Area Formula Program

* Funding Agency:

	<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	5,920,000								5,920,000
Total:	5,920,000								5,920,000

* Local Funds -

* Fund Source 2 of 2

* Fund Type: TDA

* Funding Agency:

	<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	1,480,000								1,480,000
Total:	1,480,000								1,480,000

Project Total:

	<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	7,400,000								7,400,000
Total:	7,400,000								7,400,000

Comments:

***** Version 1 - 01/29/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 01/31/24 *****

Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 01/04/2023 *****

Per 12/20/22 Golden Empire Transit District letter

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0976	TITLE (DESCRIPTION): THREE HYDROGEN BUSES (IN BAKERSFIELD: PURCHASE THREE REPLACEMENT HYDROGEN 40 FT BUSES FY 2024-25)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER230805		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.

IMPLEMENTING AGENCY: Golden Empire Transit	PHONE:	EMAIL:
PROJECT MANAGER:		

PROJECT VERSION HISTORY (Printed Version is Shaded)					(Dollars in whole)			
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	1,773,840		

* FTA Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON	1,419,070								1,419,070
	Total:	1,419,070								1,419,070

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON	354,770								354,770
* Funding Agency:	Total:	354,770								354,770

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	1,773,840								1,773,840
	Total:	1,773,840								1,773,840

Comments:
***** Version 1 - 01/29/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5
Prior Yr Status: Project Completion Pending
Total Project Cost: ---
***** Version 3 - 12/31/2024 *****
Per 9/4/24 Golden Empire Transit District letter: revise fund type from FTA Sec. 5307 to FTA Section 5307 Prior, move \$1,419,070 FTA Sec. 5307 and \$354,770 local from FY 23/24 to FY 24/25, revise project description.

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 01/31/24 *****
Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: Project Completion Pending
Total Project Cost: ---
***** Version 1 - 01/04/2023 *****
Per 12/20/22 Golden Empire Transit District letter

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0981	TITLE (DESCRIPTION): ROUTE PLANNING RESTORATION PROGRAM (IN BAKERSFIELD: GOLDEN EMPIRE TRANSIT ROUTE RESTORATION PROGRAM; ACQUIRE TRANSIT PLANNING AND VISUALIZATION SOFTWARE TO ASSIST GET IN COVID-19 SERVICE RECOVERY)	MPO Aprv:
CT PROJECT ID:			MPO ID.: KER230808		State Aprv:
COUNTY: Kern County	ROUTE:		PM:		Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Non construction related activities.

IMPLEMENTING AGENCY: Golden Empire Transit
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	413,005		

* FTA Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	413,005								413,005
* Funding Agency:	Total:	413,005								413,005

Comments:
***** Version 1 - 01/29/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5
Prior Yr Status: Project Completion Pending
Total Project Cost: ---
***** Version 1 - 01/31/24 *****
Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: Project Completion Pending
Total Project Cost: ---
***** Version 1 - 02/17/2023 *****
Per 1/24/23 Golden Empire Transit District letter
Route Planning Restoration Program

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program (Dollars in Whole) Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0986	TITLE (DESCRIPTION): TECHNOLOGY UPGRADE (IN BAKERSFIELD: PURCHASE TECHNOLOGY UPGRADE FOR EXISTING ADMINISTRATIVE FACILITY FY 2023-24)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER230811		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Power, signal, and communications systems.

IMPLEMENTING AGENCY: Golden Empire Transit
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	150,000		

* FTA Funds -

* Fund Source 1 of 2

* Fund Type: FTA5307 - Urbanized Area Formula Program

* Funding Agency:

	<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	120,000								120,000
Total:	120,000								120,000

* Local Funds -

* Fund Source 2 of 2

* Fund Type: TDA

* Funding Agency:

	<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	30,000								30,000
Total:	30,000								30,000

Project Total:

	<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	150,000								150,000
Total:	150,000								150,000

Comments:

***** Version 1 - 01/29/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 01/31/24 *****

Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 08/03/2023 *****

Per 6/29/23 Golden Empire Transit District letter

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0987	TITLE (DESCRIPTION): FARE COLLECTION SYSTEM (IN BAKERSFIELD: PURCHASE FARE COLLECTION SYSTEM FY 2023-24)	MPO Aprv:
CT PROJECT ID:			MPO ID.: KER230812		State Aprv:
COUNTY: Kern County	ROUTE:		PM:		Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Purchase of equipment for existing facilities.

IMPLEMENTING AGENCY: Golden Empire Transit
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	5,000,000		

* FTA Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON	4,000,000								4,000,000
	Total:	4,000,000								4,000,000

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON	1,000,000								1,000,000
* Funding Agency:	Total:	1,000,000								1,000,000

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	5,000,000								5,000,000
	Total:	5,000,000								5,000,000

Comments:
***** Version 1 - 01/29/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5
Prior Yr Status: Project Completion Pending
Total Project Cost: ---
***** Version 1 - 01/31/24 *****
Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: Project Completion Pending
Total Project Cost: ---
***** Version 1 - 08/03/2023 *****
Per 6/29/23 Golden Empire Transit District letter

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program (Dollars in Whole) Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0991	TITLE (DESCRIPTION): 10 CNG BUSES (IN BAKERSFIELD: PURCHASE TEN (10) REPLACEMENT 40 FT CNG BUSES FY 2024-25)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER230816		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.

IMPLEMENTING AGENCY: Golden Empire Transit
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	7,637,939		

* FTA Funds -

* Fund Source 1 of 3

* Fund Type: Low or No Emission Vehicle Program - 5339(c)

* Funding Agency:

	<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	5,750,351								5,750,351
Total:	5,750,351								5,750,351

* Local Funds -

* Fund Source 2 of 3

* Fund Type: TDA

* Funding Agency:

	<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	1,437,588								1,437,588
Total:	1,437,588								1,437,588

* FTA Funds -

* Fund Source 3 of 3

* Fund Type: Bus and Bus Facilities Program - FTA 5339

* Funding Agency:

	<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	450,000								450,000
Total:	450,000								450,000

Project Total:

	<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	7,637,939								7,637,939
Total:	7,637,939								7,637,939

Comments:

***** Version 1 - 01/29/26 *****

Project data transferred from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 3 - 12/31/2024 *****

Per 9/16/24 Golden Empire Transit District letter: add \$450,000 FTA Sec 5339 FY 24/25.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 01/31/24 *****

Project data transferred from 2022 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 08/03/2023 *****

Per 6/27/23 Golden Empire Transit District letter

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1021	TITLE (DESCRIPTION): PREVENTIVE MAINTENANCE FY 2024-25 (IN BAKERSFIELD: PREVENTIVE MAINTENANCE FY 2024-25)	MPO Aprv:
CT PROJECT ID:			MPO ID.: KER240804		State Aprv:
COUNTY: Kern County	ROUTE:	PM:			Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.

IMPLEMENTING AGENCY: Golden Empire Transit	PHONE:	EMAIL:
PROJECT MANAGER:		

PROJECT VERSION HISTORY (Printed Version is Shaded)						(Dollars in whole)			
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE	
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	10,126,359			

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: TDA	CON	2,025,272								2,025,272
* Funding Agency:	Total:	2,025,272								2,025,272

* FTA Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON	8,101,087								8,101,087
* Funding Agency:	Total:	8,101,087								8,101,087

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	10,126,359								10,126,359
	Total:	10,126,359								10,126,359

Comments:

***** Version 1 - 01/29/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5
Prior Yr Status: Project Completion Pending
Total Project Cost: ---
***** Version 1 - 04/23/2024*****
Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 03/06/2024 *****
Per 3/4/24 Golden Empire Transit District letter: New project

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1022	TITLE (DESCRIPTION): CYBERSECURITY INFRASTRUCTURE FY 2024-25 (IN BAKERSFIELD: CYBERSECURITY INFRASTRUCTURE FY 2024-25 to FY 2026-27)	MPO Aprv:
CT PROJECT ID:			MPO ID.: KER240805		State Aprv:
COUNTY: Kern County	ROUTE:	PM:			Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Purchase of equipment for existing facilities.

IMPLEMENTING AGENCY: Golden Empire Transit	PHONE:	EMAIL:
PROJECT MANAGER:		

PROJECT VERSION HISTORY (Printed Version is Shaded)					(Dollars in whole)			
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry OverAdoption - Combined With	0	837,378		

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: TDA	CON	167,475								167,475
* Funding Agency:	Total:	167,475								167,475

* FTA Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON	669,903								669,903
* Funding Agency:	Total:	669,903								669,903

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	837,378								837,378
	Total:	837,378								837,378

Comments:
***** Version 1 - 01/29/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5
Prior Yr Status: Project In Progress
Total Project Cost: ---
***** Version 4 - 12/17/2024 *****
Per 8/20/24 Golden Empire Transit District letter: Add \$35,102 local and \$140,412 FTA Sec 5307 FY 24/25. Revise project description to combine KER240806 and KER240807 with KER240805.

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 04/23/2024*****
Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 03/06/2024 *****
Per 3/4/24 Golden Empire Transit District letter: New project

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1026	TITLE (DESCRIPTION): PREVENTIVE MAINTENANCE FY 2025-26 (IN BAKERSFIELD: PREVENTIVE MAINTENANCE FY 2025-26)	MPO Aprv:
CT PROJECT ID:			MPO ID.: KER250801		State Aprv:
COUNTY: Kern County	ROUTE:	PM:			Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.

IMPLEMENTING AGENCY: Golden Empire Transit	PHONE:	EMAIL:
PROJECT MANAGER:		

PROJECT VERSION HISTORY (Printed Version is Shaded)						(Dollars in whole)			
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE	
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	10,250,000			

* FTA Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON	8,200,000								8,200,000
	Total:	8,200,000								8,200,000

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON	2,050,000								2,050,000
* Funding Agency:	Total:	2,050,000								2,050,000

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	10,250,000								10,250,000
	Total:	10,250,000								10,250,000

Comments:
***** Version 1 - 01/29/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5
Prior Yr Status: Project In Progress
Total Project Cost: --
***** Version 1 - 12/31/2024 *****
Per 11/13/24 Golden Empire Transit District letter: add new project.

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: --
Total Project Cost: --

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1029	TITLE (DESCRIPTION): TECHNOLOGY REPLACEMENT FY 2025-26 (IN BAKERSFIELD; PURCHASE TECHNOLOGY REPLACEMENT FOR ALL FACILITIES FY 2025-26)	MPO Aprv:
CT PROJECT ID:			MPO ID.: KER250803		State Aprv:
COUNTY: Kern County	ROUTE:	PM:			Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Power, signal, and communications systems.

IMPLEMENTING AGENCY: Golden Empire Transit	PHONE:	EMAIL:
PROJECT MANAGER:		

PROJECT VERSION HISTORY (Printed Version is Shaded)						(Dollars in whole)			
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE	
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	350,000			

* FTA Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON	280,000								280,000
* Funding Agency:	Total:	280,000								280,000

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON	70,000								70,000
* Funding Agency:	Total:	70,000								70,000

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	350,000								350,000
	Total:	350,000								350,000

Comments:
***** Version 1 - 01/29/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5
Prior Yr Status: Project Completion Pending
Total Project Cost: -
***** Version 1 - 04/28/2025 *****
Per 6/12/25 Golden Empire Transit Letter: New project

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1030	TITLE (DESCRIPTION): ACCESS CONTROL SYSTEM FY 2025-26 (IN BAKERSFIELD: PURCHASE REPLACEMENT ACCESS CONTROL SYSTEM FOR ADMINISTRATIVE FACILITY FY 2025-26)	MPO Aprv:
CT PROJECT ID:			MPO ID.: KER250804		State Aprv:
COUNTY: Kern County	ROUTE:		PM:		Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Purchase of equipment for existing facilities.

IMPLEMENTING AGENCY: Golden Empire Transit	PHONE:	EMAIL:
PROJECT MANAGER:		

PROJECT VERSION HISTORY (Printed Version is Shaded)						(Dollars in whole)			
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE	
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	100,000			

* FTA Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	80,000								80,000
* Funding Agency:	Total:	80,000								80,000

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: TDA	RW									
	CON	20,000								20,000
* Funding Agency:	Total:	20,000								20,000

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	100,000								100,000
	Total:	100,000								100,000

Comments:
***** Version 1 - 01/29/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5
Prior Yr Status: Project Completed
Total Project Cost: -
***** Version 1 - 04/28/2025 *****
Per 6/12/25 Golden Empire Transit Letter: New project

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1032	TITLE (DESCRIPTION): DRIVER BARRIERS FY 2025-26 (IN BAKERSFIELD: PURCHASE AND INSTALL DRIVER BARRIERS FY 2025-26)	MPO Aprv:
CT PROJECT ID:			MPO ID.: KER250805		State Aprv:
COUNTY: Kern County	ROUTE:		PM:		Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Purchase of vehicle operating equipment.

IMPLEMENTING AGENCY: Golden Empire Transit	PHONE:	EMAIL:
PROJECT MANAGER:		

PROJECT VERSION HISTORY (Printed Version is Shaded)						(Dollars in whole)			
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE	
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	700,000			

* FTA Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	560,000								560,000
* Funding Agency:	Total:	560,000								560,000

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: TDA	RW									
	CON	140,000								140,000
* Funding Agency:	Total:	140,000								140,000

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	700,000								700,000
	Total:	700,000								700,000

Comments:
***** Version 1 - 01/29/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5
Prior Yr Status: Project Completed
Total Project Cost: -
***** Version 1 - 04/28/2025 *****
Per 6/12/25 Golden Empire Transit Letter: New project

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1031	TITLE (DESCRIPTION): COMPUTER AIDED DISPATCH AND AUTOMATED VEHICLE LOCATOR FY 2025-26 (IN BAKERSFIELD: PURCHASE REPLACEMENT COMPUTER AIDED DISPATCH AND AUTOMATED VEHICLE LOCATOR WITH RADIO EQUIPMENT FY 2025-26)	MPO Aprv:
CT PROJECT ID:			MPO ID.: KER250806		State Aprv:
COUNTY: Kern County	ROUTE:	PM:			Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Power, signal, and communications systems.

IMPLEMENTING AGENCY: Golden Empire Transit
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	7,000,000		

* FTA Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON	5,600,000								5,600,000
	Total:	5,600,000								5,600,000

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON	1,400,000								1,400,000
* Funding Agency:	Total:	1,400,000								1,400,000

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	7,000,000								7,000,000
	Total:	7,000,000								7,000,000

Comments:
***** Version 1 - 01/29/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5
Prior Yr Status: Project Completed
Total Project Cost: -
***** Version 1 - 04/28/2025 *****
Per 6/12/25 Golden Empire Transit Letter: New project

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1033	TITLE (DESCRIPTION): TWO GAS ISUZU FLAT BED VEHICLE AND EQUIPMENT FY 2025-26 (IN BAKERSFIELD: PURCHASE TWO REPLACEMENT GAS ISUZU FLAT BED VEHICLE AND EQUIPMENT FY 2025-26)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER250807		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Purchase of support vehicles.

IMPLEMENTING AGENCY: Golden Empire Transit
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	189,308		

* FTA Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	CON	151,446								151,446
* Funding Agency:	Total:	151,446								151,446

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON	37,862								37,862
* Funding Agency:	Total:	37,862								37,862

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	189,308								189,308
	Total:	189,308								189,308

Comments:

***** Version 1 - 03/24/2026*****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5
Prior Yr Status: Project Completion Pending
Total Project Cost: -

***** Version 3 - 03/01/2026 *****

Per 2/5/26 Golden Empire Transit Letter: Revise project description

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

***** Version 2 - 12/29/2025 *****

Per 12/18/25 Golden Empire Transit Letter: Revise project description

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 04/28/2025 *****

Per 6/12/25 Golden Empire Transit Letter: New project

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

(Dollars in Whole)

Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1034	TITLE (DESCRIPTION): LIFTS FOR BUS BAY 3 & 4 FY 2025-26 (IN BAKERSFIELD; PURCHASE REPLACEMENT LIFTS FOR BUS BAY 3 & 4 FY 2025-26)	MPO Aprv:
CT PROJECT ID:			MPO ID.: KER250808		State Aprv:
COUNTY: Kern County	ROUTE:	PM:			Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Purchase of vehicle operating equipment.

IMPLEMENTING AGENCY: Golden Empire Transit

PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)						(Dollars in whole)			
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE	
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	724,736			

* FTA Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	CON	579,789								579,789
* Funding Agency:	Total:	579,789								579,789

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON	144,947								144,947
* Funding Agency:	Total:	144,947								144,947

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	724,736								724,736
	Total:	724,736								724,736

Comments:
***** Version 1 - 01/29/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5
Prior Yr Status: Project Completion Pending
Total Project Cost: -
***** Version 1 - 04/28/2025 *****
Per 6/12/25 Golden Empire Transit Letter: New project

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1035	TITLE (DESCRIPTION): GENERATOR SWITCH GEAR FY 2025-26 (IN BAKERSFIELD; PURCHASE GENERATOR SWITCH GEAR FY 2025-26)	MPO Aprv:
CT PROJECT ID:			MPO ID.: KER250809		State Aprv:
COUNTY: Kern County	ROUTE:	PM:			Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Purchase of vehicle operating equipment.

IMPLEMENTING AGENCY: Golden Empire Transit	PHONE:	EMAIL:
PROJECT MANAGER:		

PROJECT VERSION HISTORY (Printed Version is Shaded)						(Dollars in whole)			
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE	
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	35,000			

* FTA Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	CON	28,000								28,000
* Funding Agency:	Total:	28,000								28,000

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON	7,000								7,000
* Funding Agency:	Total:	7,000								7,000

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	35,000								35,000
	Total:	35,000								35,000

Comments:
***** Version 1 - 01/29/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5
Prior Yr Status: Project Completion Pending
Total Project Cost: -
***** Version 1 - 04/28/2025 *****
Per 6/12/25 Golden Empire Transit Letter: New project

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1036	TITLE (DESCRIPTION): 10 CNG BUSES FY 2025-26 (IN BAKERSFIELD: PURCHASE 10 REPLACEMENT CNG BUSES FY 2025- 26)	MPO Aprv:
CT PROJECT ID:			MPO ID.: KER250810		State Aprv:
COUNTY: Kern County	ROUTE:		PM:		Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.

IMPLEMENTING AGENCY: Golden Empire Transit	PHONE:	EMAIL:
PROJECT MANAGER:		

PROJECT VERSION HISTORY (Printed Version is Shaded)					(Dollars in whole)			
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	8,882,600		

* FTA Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Low or No Emission Vehicle Program - 5339(c)	CON	7,106,080								7,106,080
	Total:	7,106,080								7,106,080

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON	1,776,520								1,776,520
* Funding Agency:	Total:	1,776,520								1,776,520

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	8,882,600								8,882,600
	Total:	8,882,600								8,882,600

Comments:
***** Version 1 - 01/29/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5
Prior Yr Status: Project In Progress
Total Project Cost: -
***** Version 1 - 12/29/2025 *****
Per 12/10/25 Golden Empire Transit Letter: New project

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program (Dollars in Whole) Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1060	TITLE (DESCRIPTION): PREVENTIVE MAINTENANCE FOR GOLDEN EMPIRE TRANSIT DISTRICT FY 2026-27 (IN BAKERSFIELD: PREVENTIVE MAINTENANCE FOR GOLDEN EMPIRE TRANSIT DISTRICT FY 2026-27)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER260801		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.

IMPLEMENTING AGENCY: Golden Empire Transit
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	11,341,032		

* FTA Funds -

PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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* Fund Source 1 of 2

PE

* Fund Type: FTA5307 - Urbanized Area Formula Program

RW

CON

9,072,825

9,072,825

* Funding Agency:

Total:

9,072,825

9,072,825

* Local Funds -

PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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* Fund Source 2 of 2

PE

* Fund Type: TDA

RW

CON

2,268,207

2,268,207

* Funding Agency:

Total:

2,268,207

2,268,207

Project Total:

PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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PE

RW

CON

11,341,032

11,341,032

Total:

11,341,032

11,341,032

Comments:

***** Version 1 - 03/24/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 03/01/2026 *****

Per 1/26/26 Golden Empire Transit District letter: add new project.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: --

Total Project Cost: --

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1061	TITLE (DESCRIPTION): TWO CNG PARATRANSIT BUSES (IN BAKERSFIELD: PURCHASE 2 REPLACEMENT CNG PARATRANSIT BUSES FY 2026-27)	MPO Aprv:
CT PROJECT ID:			MPO ID.: KER260802		State Aprv:
COUNTY: Kern County	ROUTE:		PM:		Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.

IMPLEMENTING AGENCY: Golden Empire Transit	PHONE:	EMAIL:
PROJECT MANAGER:		

PROJECT VERSION HISTORY (Printed Version is Shaded)						(Dollars in whole)		
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	277,175		

* FTA Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON		221,740							221,740
* Funding Agency:	Total:		221,740							221,740

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON		55,435							55,435
* Funding Agency:	Total:		55,435							55,435

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON		277,175							277,175
	Total:		277,175							277,175

Comments:
***** Version 1 - 03/24/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 03/01/2026 *****
Per 2/4/26 Golden Empire Transit Letter: New project

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---

(Dollars in Whole)

Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1062	TITLE (DESCRIPTION): 13 PARATRANSIT BUSES (IN BAKERSFIELD: PURCHASE 11 REPLACEMENT CNG AND 2 REPLACEMENT GAS PARATRANSIT BUSES FY 2026- 27)	MPO Aprv:
CT PROJECT ID:			MPO ID.: KER260803		State Aprv:
COUNTY: Kern County	ROUTE:	PM:			Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.

IMPLEMENTING AGENCY: Golden Empire Transit

PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)					(Dollars in whole)				
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE	
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	2,347,825			

* FTA Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	CON		1,878,260							1,878,260
* Funding Agency:	Total:		1,878,260							1,878,260

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON		469,565							469,565
* Funding Agency:	Total:		469,565							469,565

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON		2,347,825							2,347,825
	Total:		2,347,825							2,347,825

Comments:
***** Version 1 - 03/24/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 03/01/2026 *****
Per 2/4/26 Golden Empire Transit Letter: New project

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program (Dollars in Whole) Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0926	TITLE (DESCRIPTION): MOJAVE BUS MAINTENANCE FACILITY (IN MOJAVE: CONSTRUCT BUS MAINTENANCE FACILITY)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER200811		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Const of new bus or rail storage/maint. facilities

IMPLEMENTING AGENCY: Kern County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	2,000,000		

* FTA Funds -

* Fund Source 1 of 2

* Fund Type: Bus and Bus Facilities Discretionary
Program (Bus

* Funding Agency:

	<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	1,400,000								1,400,000
Total:	1,400,000								1,400,000

* Local Funds -

* Fund Source 2 of 2

* Fund Type: TDA

* Funding Agency:

	<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	600,000								600,000
Total:	600,000								600,000

Project Total:

	<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	2,000,000								2,000,000
Total:	2,000,000								2,000,000

Comments:

***** Version 1 - 01/29/26 *****

Project data transferred from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 01/31/24 *****

Project data transferred from 2022 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 02/01/22 *****

Project data transferred from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 3 - 04/22/2021 *****

Per 4/14/21 Kern County letter: move \$1,400,000 Prior Year FY 19/20 FTA Section 5339 discretionary program funding to FY 20/21; move \$600,000 Local funding from FY 19/20 to FY 20/21

***** Version 1 - 09/23/2020*****

Project data transferred from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 08/20/2020 *****

Per 8/13/20 Kern County letter

RTP Reference: 2018 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program (Dollars in Whole) Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0993	TITLE (DESCRIPTION): 5 CNG BUSES (IN KERN COUNTY: PURCHASE TWO (2) 35 FT AND THREE (3) 40 FT REPLACEMENT CNG BUSES)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER230818		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.

IMPLEMENTING AGENCY: Kern County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	4,060,625		

* FTA Funds -

* Fund Source 1 of 2

* Fund Type: Low or No Emission Vehicle Program - 5339(c)

* Funding Agency:

	<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	3,248,500								3,248,500
Total:	3,248,500								3,248,500

* Local Funds -

* Fund Source 2 of 2

* Fund Type: TDA

* Funding Agency:

	<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	812,125								812,125
Total:	812,125								812,125

Project Total:

	<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	4,060,625								4,060,625
Total:	4,060,625								4,060,625

Comments:

***** Version 1 - 01/29/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 01/31/24 *****

Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 08/03/2023 *****

Per 6/30/23 Kern County letter

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0885	TITLE (DESCRIPTION): GROUPED PROJECTS FOR OPERATING ASSISTANCE TO TRANSIT AGENCIES (PROJECTS CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES - OPERATING ASSISTANCE TO TRANSIT AGENCIES (\$980,484.50 toll credits))	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER180801		EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Various Agencies

PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	09/09/2026	CVALLE	Adoption - Carry Over	0	18,027,679		

* FTA Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE									
* Fund Type: FTA 5311 - Non Urbanized	RW									
* Funding Agency:	CON	1,844,982								1,844,982
	Total:	1,844,982								1,844,982

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON	15,882,697								15,882,697
	Total:	15,882,697								15,882,697

* FTA Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE									
* Fund Type: Intercity Bus - 5311-F	RW									
* Funding Agency:	CON	300,000								300,000
	Total:	300,000								300,000

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	18,027,679								18,027,679
	Total:	18,027,679								18,027,679

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

2027 FTIP

PDF page 109

Comments:

***** Version 1 - 01/29/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 14 - 05/30/2025 *****

Per Kern COG 6/19/25 Board Meeting FTA Section 5311 POP and FTA Section 5311(f); Add \$1,844,982 FTA 5311, \$300,000 5311(f), and \$15,882,697 Local FY 25/26

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

***** Version 13 - 03/25/2025 *****

Per 11/25/24 City of Delano letter: add \$1,960,969 FTA Sec. 5307 FY 25/26.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 01/31/24 *****

Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

***** Version 10 - 06/05/2023 *****

Per 5/22/23 Delano letter: Add \$2,312,820 FTA Section 5307 FY 23/24

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

***** Version 9 - 03/07/2023 *****

Per 3/7/23 Kern County letter: add \$300,000 FTA Section 5311f, \$252,000 local, and \$111,000 fare revenue in FY 22/23; revise group listing

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 02/01/22 *****

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

***** Version 5 - 05/05/2021 *****

Per Kern COG 4/15/21 Board mtg FTA Section 5311 POP and FTA Section 5311(f); Add \$1,624,208 FTA 5311, \$300,000 5311(f), and \$15,496,720 Local FY 20/21

***** Version 1 - 08/17/20 *****

Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 3 - 02/12/2020 *****

Per Kern COG 2/20/20 Board mtg FTA Section 5311 POP; Add \$1,581,646 FTA 5311 and \$9,864,504 Local FY 19/20

***** DFTIP Version 1 - 09/06/2018*****

Reprogram 2017 FTIP project

***** Version 1 - 06/07/2018 *****

Per Kern COG 6/21/18 Board mtg FTA Section 5311 POP; Add \$1,496,694 FTA 5311 and \$12,589,426 Local FY 18/19

RTP reference: 2014 RTP page 5-4

Prior Year Status: ---

Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program (Dollars in Whole) Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1018	TITLE (DESCRIPTION): GROUPED PROJECTS FOR PURCHASE OF NEW BUSES AND RAIL CARS TO REPLACE EXISTING VEHICLES OR FOR MINOR EXPANSION OF THE FLEET (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES: PURCHASE OF NEW BUSES AND RAIL CARS TO REPLACE EXISTING VEHICLES OR FOR MINOR EXPANSIONS OF THE FLEET. (IN PM10 AND PM2.5 NONATTAINMENT OR MAINTENANCE AREAS, SUCH PROJECTS ARE EXEMPT ONLY IF THEY ARE IN COMPLIANCE WITH CONTROL MEASURES IN THE APPLICABLE IMPLEMENTATION PLAN) (toll credit \$402,391))	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER240801		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	07/09/2026	CVALLE	Adoption - Carry Over	0	3,754,505		

* FTA Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 4	PE									
* Fund Type: FTA 5310 Elderly & Disabilities	RW									
* Funding Agency:	CON	2,193,877								2,193,877
	Total:	2,193,877								2,193,877

* FTA Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 4	PE									
* Fund Type: FTA 5311 - Non Urbanized	RW									
* Funding Agency:	CON	809,481								809,481
	Total:	809,481								809,481

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 4	PE									
* Fund Type: TDA	RW									
* Funding Agency:	CON	183,183								183,183
	Total:	183,183								183,183

* FTA Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 4	PE									
* Fund Type: Bus and Bus Facilities Discretionary Program (Bus	RW									
* Funding Agency:	CON	567,964								567,964
	Total:	567,964								567,964

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	3,754,505								3,754,505
	Total:	3,754,505								3,754,505

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

PDF page 111

2027 FTIP

Comments:

*****Version 1 - 05/06/2026*****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5
Prior Yr Status: Project Completion Pending
Total Project Cost: ---
***** Version 6 - 04/17/2026 *****

Per 3/24/26 Large Urbanized Areas project listing; Add \$165,073 FTA 5310 FY 25/26
Per 4/8/26 City of Delano letter; Add \$169,948 FTA 5311 and \$22,020 Local FY 25/26
Per 4/28/26 Kern County letter; Add \$567,964 FTA 5339(a) and \$78,304 Local FY 25/26 (related to KER200810)

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 5 - 03/20/2026 *****
Per 1/30/26 Large Urbanized Areas project listing; Add 935,412 FTA 5310 FY 25/26

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 4 - 05/30/2025 *****
Per Kern COG 6/19/25 Board Meeting FTA Section 5311 POP; Add \$325,499 FTA 5311 and \$42,172 local FY25/26

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 03/08/24 *****
Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 02/01/2024 *****
Per 1/5/24 Large Urbanized Areas project listing

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---

Congestion Mitigation and Air Quality (CMAQ) Improvement Program (Transit Projects)

Kern Council of Governments - Federal Transportation Improvement Program (Dollars in Whole) Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1053	TITLE (DESCRIPTION): PARK AND RIDE (MCFARLAND: INTERSECTION OF TAYLOR AVE AND MAST AVE; CONSTRUCT PARK AND RIDE FACILITY WITH 31 PARKING SPACES, ADA STALLS, AND TRANSIT STOP ACCOMMODATIONS)	MPO Aprv:
CT PROJECT ID:			MPO ID.: KER260506		State Aprv:
COUNTY: Kern County	ROUTE:	PM:			Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Ride-sharing and van-pooling program.

IMPLEMENTING AGENCY: McFarland, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	1,625,156	122,500	264,855

* CMAQ -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE		234,476							234,476
	RW		108,449							108,449
* Fund Type: Congestion Mitigation	CON			1,438,750						1,438,750
* Funding Agency:	Total:		342,925	1,438,750						1,781,675

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE		30,379							30,379
	RW		14,051							14,051
* Fund Type: Local Transportation Funds	CON			186,406						186,406
* Funding Agency:	Total:		44,430	186,406						230,836

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE		264,855							264,855
	RW		122,500							122,500
	CON			1,625,156						1,625,156
	Total:		387,355	1,625,156						2,012,511

Comments:

***** Version 1 - 03/24/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 03/01/2026 *****

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: --

Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program (Dollars in Whole) Transit System

DIST: 09	PPNO:	EA:	CTIPS ID: 204-0000-1013	TITLE (DESCRIPTION): FOUR VANS (IN RIDGECREST: PURCHASE FOUR REPLACEMENT BATTERY ELECTRIC VANS FOR TRANSIT FLEET)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER240502		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.

IMPLEMENTING AGENCY: Ridgecrest, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	515,900		

* CMAQ -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: Congestion Mitigation	RW									
* Funding Agency:	CON	456,726								456,726
	Total:	456,726								456,726

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON	59,174								59,174
	Total:	59,174								59,174

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	515,900								515,900
	Total:	515,900								515,900

Comments:

***** Version 1 - 03/24/2026*****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5
Prior Yr Status: Project Completion Pending
Total Project Cost: ---

***** Version 3 - 03/01/2026 *****

Per 1/27/26 City of Ridgecrest letter: revise description; move \$456,726 CMAQ and \$59,174 local from FY 24/25 to FY 25/26; Change fund source from CMAQ to CMAQ Prior

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 03/08/24 *****
Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 02/01/2024 *****
RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program (Dollars in Whole) Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1054	TITLE (DESCRIPTION): ONE ELECTRIC BUS (IN RIDGECREST: PURCHASE ONE REPLACEMENT BATTERY ELECTRIC CUTAWAY BUS FOR TRANSIT FLEET)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER260507		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.

IMPLEMENTING AGENCY: Ridgecrest, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	344,289		

* CMAQ -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: Congestion Mitigation	RW									
* Funding Agency:	CON		304,799							304,799
	Total:		304,799							304,799

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON		39,490							39,490
	Total:		39,490							39,490

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON		344,289							344,289
	Total:		344,289							344,289

Comments:

***** Version 1 - 03/24/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 03/01/2026 *****

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program (Dollars in Whole) Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0964	TITLE (DESCRIPTION): CHARGING (TAFT: 550 SUPPLY RD; INSTALL CHARGING INFRASTRUCTURE AND SOLAR MICROGRID)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER220503		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Purchase of vehicle operating equipment.

IMPLEMENTING AGENCY: Taft, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	3,079,890		259,250

* CMAQ -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 4	PE	229,514								229,514
* Fund Type: Congestion Mitigation	RW									
* Funding Agency:	CON	2,726,626								2,726,626
	Total:	2,956,140								2,956,140

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 4	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON	271,260								271,260
	Total:	271,260								271,260

* State SB1 -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 4	PE	29,736								29,736
* Fund Type: Road Repair and Accountability Act of 2017	RW									
* Funding Agency:	CON	57,004								57,004
	Total:	86,740								86,740

* Other State -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 4	PE									
* Fund Type: Low Carbon Transit Operations Program (LCTOP)	RW									
* Funding Agency:	CON	25,000								25,000
	Total:	25,000								25,000

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	259,250								259,250
	RW									
	CON	3,079,890								3,079,890
	Total:	3,339,140								3,339,140

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

PDF page 117

2027 FTIP

Comments:

***** Version 1 - 01/29/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5
Prior Yr Status: Project Completion Pending
Total Project Cost: ---
***** Version 1 - 01/31/24 *****
Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-30
Prior Yr Status: Project Completion Pending
Total Project Cost: ---
***** Version 2 - 02/17/2023 *****
Per 2/24/23 Taft letter: revise project description; delete \$133,549 CMAQ and \$17,291 SB 1 PE in FY 22/23; delete \$860,210 CMAQ and \$128,740 Local CON FY 23/24; add \$17,291 SB 1 FY 23/24

SB1 fund source is State of Good Repair Program

RTP Reference: 2022 RTP p.5-30
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 04/11/22 *****
Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 03/03/2022 *****
RTP Reference: 2018 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---

SB1 fund source is State of Good Repair Program

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1055	TITLE (DESCRIPTION): CNG STATION (WASCO: SOUTHEAST CORNER OF FILBURN AVE AND CENTRAL AVE; CONSTRUCT SLOW-FILL CNG STATION)	MPO Aprv:
CT PROJECT ID:			MPO ID.: KER260508		State Aprv:
COUNTY: Kern County	ROUTE:	PM:			Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Const of new bus or rail storage/maint. facilities

IMPLEMENTING AGENCY: Wasco, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	630,000		50,000

* CMAQ -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE		44,265							44,265
* Fund Type: Congestion Mitigation	RW									
	CON			557,739						557,739
* Funding Agency:	Total:		44,265	557,739						602,004

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE		5,735							5,735
* Fund Type: Local Transportation Funds	RW									
	CON			72,261						72,261
* Funding Agency:	Total:		5,735	72,261						77,996

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE		50,000							50,000
	RW									
	CON			630,000						630,000
	Total:		50,000	630,000						680,000

Comments:
***** Version 1 - 03/24/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 03/01/2026 *****
RTP Reference: 2022 RTP p.5-4
Prior Yr Status: --
Total Project Cost: ---

NON-MOTORIZED TRANSPORTATION LIST OF PROJECTS

Non-Motorized Program (Bike Projects)

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1005	TITLE (DESCRIPTION): CHESTER AVE CONNECTIVITY AND CLIMATE ADAPTATION (RAISE GRANT: IN BAKERSFIELD: CHESTER AVE BETWEEN BRUNDAGE LN AND TRUXTUN AVE (APPROX. 1.4 MI); REDEVELOPMENT WITH COMPLETE STREET ENHANCEMENTS, ADA ACCESSIBLE SIDEWALKS, CLASS II BIKE LANES, ROADWAY IMPROVEMENTS AND RELATED INFRASTRUCTURE IMPROVEMENTS INCLUDING LIGHTING AND STORMWATER DRAINAGE)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER231010		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.

IMPLEMENTING AGENCY: Bakersfield, City of	PHONE:	EMAIL:
PROJECT MANAGER:		

PROJECT VERSION HISTORY (Printed Version is Shaded)						(Dollars in whole)			
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE	
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	15,190,000			

* Federal Disc. -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: RAISE Discretionary Grants	CON	10,000,000								10,000,000
* Funding Agency:	Total:	10,000,000								10,000,000

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: City Funds	CON	5,190,000								5,190,000
* Funding Agency:	Total:	5,190,000								5,190,000

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	15,190,000								15,190,000
	Total:	15,190,000								15,190,000

Comments:
***** Version 1 - 01/29/26 *****
Project data transferred from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4
Prior Yr Status: Project In Progress
Total Project Cost: ---
***** Version 1 - 01/31/24 *****
Project data transferred from 2022 FTIP.

RTP Reference: 2022 RTP p.5-30
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 10/04/2023 *****
Per 9/15/23 Bakersfield letter

RTP Reference: 2022 RTP p.5-30
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1001	TITLE (DESCRIPTION): KERN RIVER PARKWAY MULTI-USE PATH SAFETY AND CONNECTIVITY PROJECT (IN KERN COUNTY: KERN RIVER PARKWAY MULTI-USE PATH, EXISTING LAKE MING PATH TERMINUS TO AREA APPROX 2,200 FT WEST OF CHINA GRADE LP, UNINCORPORATED AREAS OF METRO BAKERSFIELD; RESURFACING AND SAFETY IMPROVEMENTS ON PORTIONS OF KERN RIVER BIKE PATH. CONSTRUCT NEW MULTIUSE PATH FROM CHINA GRADE LP TO CAMINO GRANDE. CROSSING IMPROVEMENTS AT ALFRED HARRELL HWY)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER231006		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.

IMPLEMENTING AGENCY: Kern County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)						(Dollars in whole)			
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE	
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	6,785,000		1,250,000	

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	350,000								350,000
* Fund Source 1 of 2	RW									
* Fund Type: TDA	CON		885,000							885,000
* Funding Agency:	Total:	350,000	885,000							1,235,000

* Other Fed -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	900,000								900,000
	RW									
* Fund Source 2 of 2	CON		5,900,000							5,900,000
* Fund Type: Active Transportation Program (ATP)										
* Funding Agency:	Total:	900,000	5,900,000							6,800,000

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	1,250,000								1,250,000
	RW									
	CON		6,785,000							6,785,000
	Total:	1,250,000	6,785,000							8,035,000

Comments:
***** Version 1 - 01/29/26 *****
Project data transferred from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 01/31/24 *****
Project data transferred from 2022 FTIP.

RTP Reference: 2022 RTP p.5-30
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 08/03/2023 *****
Per 6/28/23 CTC approval of MPO ATP Cycle 6

RTP Reference: 2022 RTP p.5-30
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 09	PPNO:	EA:	CTIPS ID: 204-0000-1003	TITLE (DESCRIPTION): VALLEY BLVD AND MILL ST GAP CLOSURE PROJECT (IN TEHACHAPI: NORTHSIDE OF WEST VALLEY BLVD BETWEEN OAKWOOD ST AND CURRY ST AND MILL ST BETWEEN VALLEY BLVD AND TEHACHAPI BLVD; INSTALL SIDEWALK, CURB, GUTTER, CURB RAMPS, IMPROVE CROSSWALKS, AND INSTALL CLASS II BICYCLE LANE ON NORTHSIDE OF VALLEY BLVD AND ON MILL ST)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.
CT PROJECT ID:			MPO ID.: KER231008		
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Tehachapi, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	2,686,000	200,000	380,000

* Other Fed -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE	380,000								380,000
* Fund Type: Active Transportation Program (ATP)	RW	200,000								200,000
* Funding Agency:	CON		2,686,000							2,686,000
	Total:	580,000	2,686,000							3,266,000

Comments:

***** Version 1 - 01/29/26 *****

Project data transferred from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 01/31/24 *****

Project data transferred from 2022 FTIP.

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 08/03/2023 *****

Per 6/28/23 CTC approval of MPO ATP Cycle 6

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: ---

Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1004	TITLE (DESCRIPTION): CENTRAL AVE CLASS I AND CLASS II BICYCLE TRAILS (IN WASCO: EAST SIDE OF CENTRAL AVE FROM 1310 NORTH OF FILBURN ST TO VIA MOROCCO BLVD AND BETWEEN BETTIS AVE AND SR 46; INSTALL CLASS I AND CLASS II BICYCLE TRAILS, ADA CURB RAMPS, DRIVE APPROACHES, AND RELATED PEDESTRIAN AND LANDSCAPING IMPROVEMENTS)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER231009		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.

IMPLEMENTING AGENCY: Wasco, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	584,000		76,000

* Other Fed -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE	76,000								76,000
* Fund Type: Active Transportation Program (ATP)	RW									
	CON	584,000								584,000
* Funding Agency:	Total:	660,000								660,000

Comments:

***** Version 1 - 01/29/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4

Prior Yr Status: CON Allocation Approved Mar 2026 CTC Meeting

Total Project Cost: ---

***** Version 1 - 01/31/24 *****

Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 08/03/2023 *****

Per 6/28/23 CTC approval of MPO ATP Cycle 6

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: ---

Total Project Cost: ---

Non-Motorized Program (Landscape/Pedestrian Projects)

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0994	TITLE (DESCRIPTION): H STREET CORRIDOR (SR-204 TO HWY 58) (IN BAKERSFIELD: ON H ST BETWEEN SR 204 AND SR 58; CONSTRUCT CURB CUTS, ADA RAMPS, HIGH- VISIBILITY CROSSWALKS, ADVANCED STOP AND TURN LINE MARKINGS, AND PEDESTRIAN FIRENDLY STREETSCAPING)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER231003		EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Bakersfield, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	17,318,167		300,000

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE	300,000								300,000
* Fund Type: TDA	RW									
	CON	3,105,009								3,105,009
* Funding Agency:	Total:	3,405,009								3,405,009

* Other Fed -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE									
* Fund Type: Active Transportation Program (ATP)	RW									
	CON	3,154,000								3,154,000
* Funding Agency:	Total:	3,154,000								3,154,000

* CMAQ -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE									
* Fund Type: Congestion Mitigation	RW									
	CON	11,059,158								11,059,158
* Funding Agency:	Total:	11,059,158								11,059,158

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	300,000								300,000
	RW									
	CON	17,318,167								17,318,167
	Total:	17,618,167								17,618,167

Comments:

***** Version 1 - 01/29/26 *****

Project data transferred from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4

Prior Yr Status: CON Award Time EXT to 2/28/27

Total Project Cost: ---

***** Version 1 - 04/16/2024*****

Project data transferred from 2022 FTIP.

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: ---

Total Project Cost: ---

***** Version 2 - 02/01/2024 *****

Delete \$2,238,816 Local and Add \$8,405,378 CMAQ FY 24/25; Add \$343,825 Local and Add \$2,653,780 CMAQ FY 25/26

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 08/03/2023 *****

Per 6/28/23 CTC approval of MPO ATP Cycle 6

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: ---

Total Project Cost: ---

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0995	TITLE (DESCRIPTION): ATP-6 SRTS SIDEWALK GAP AND CROSSWALK IMPROVEMENT PROJECT (IN DELANO: CONSTRUCT 18 ADA CURB RAMPS, STRIPE 17 CROSSWALKS, FILL 3,749 FT OF SIDEWALK GAPS SURROUNDING EIGHT LOCAL PUBLIC SCHOOLS BENEFITTING OVER 6,200 STUDENTS, COMPLETING THE SRTS PLAN)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.
CT PROJECT ID:			MPO ID.: KER231004		
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Delano, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	628,000		75,000

* Other Fed -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE	75,000								75,000
* Fund Type: Active Transportation Program (ATP)	RW									
	CON	628,000								628,000
* Funding Agency:	Total:	703,000								703,000

Comments:

***** Version 1 - 01/29/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4

Prior Yr Status: CON Allocation Approved Jan 2026 CTC Meeting

Total Project Cost: ---

***** Version 1 - 01/31/24 *****

Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 08/03/2023 *****

Per 6/28/23 CTC approval of MPO ATP Cycle 6

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: ---

Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0979	TITLE (DESCRIPTION): NORRIS RD (IN OILDALE: NORRIS RD FROM MELODY LN TO AIRPORT DR; CONSTRUCT SIDEWALK; NORRIS RD FROM AIRPORT DR TO N CHESTER AVE; CONSTRUCT PEDESTRIAN ACCESSIBILITY AND CROSSING IMPROVEMENTS (toll credits PE FY 23/24))	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER231001		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.

IMPLEMENTING AGENCY: Kern County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/28/2026	CVALLE	Adoption - Carry Over	0	6,124,000	2,600,000	1,069,000

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE	10,000								10,000
	RW	298,000								298,000
* Fund Type: TDA	CON			703,000						703,000
* Funding Agency:	Total:	308,000		703,000						1,011,000

* Other Fed -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE	1,059,000								1,059,000
	RW	2,302,000								2,302,000
* Fund Type: Active Transportation Program (ATP)	CON			5,421,000						5,421,000
* Funding Agency:	Total:	3,361,000		5,421,000						8,782,000

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	1,069,000								1,069,000
	RW	2,600,000								2,600,000
	CON			6,124,000						6,124,000
	Total:	3,669,000		6,124,000						9,793,000

Comments:

***** Version 1 - 01/29/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 01/31/24 *****

Project data transfered from 2022 FTIP.

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 01/04/2023 *****

Per 12/7/22 CTC approval of Statewide ATP Cycle 6

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: ---

Total Project Cost: ---

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0996	TITLE (DESCRIPTION): SRTS ADA CROSSWALK SAFETY (IN KERN COUNTY: SRTS; INSTALL RRFBS, THERMOPLASTIC MARKING, SIGNS AND ADA RAMPS AT EXISTING UNCONTROLLED MULTI-LANE CROSSWALKS TO BENEFIT SEVEN (7) ADJACENT SCHOOLS. UPGRADES TO 6 EXISTING MULTI-LANE CROSSWALKS ON ARTERIAL AND COLLECTOR ROADS IN UNINCORPORATED AREAS OF OILDALE AND EAST BAKERSFIELD)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER231005		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.

IMPLEMENTING AGENCY: Kern County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	1,988,000		354,000

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE	354,000								354,000
	RW									
* Fund Type: TDA	CON		228,000							228,000
* Funding Agency:	Total:	354,000	228,000							582,000

* Other Fed -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Active Transportation Program (ATP)	CON		1,760,000							1,760,000
* Funding Agency:	Total:		1,760,000							1,760,000

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	354,000								354,000
	RW									
	CON		1,988,000							1,988,000
	Total:	354,000	1,988,000							2,342,000

Comments:

***** Version 1 - 01/29/26 *****

Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 01/31/24 *****

Project data transferred from 2022 FTIP.

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 08/03/2023 *****

Per 6/28/23 CTC approval of MPO ATP Cycle 6

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: ---

Total Project Cost: ---

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1002	TITLE (DESCRIPTION): 10TH ST AND SAN EMIDIO ST INTERSECTION SAFETY IMPROVEMENTS (IN TAFT: 10TH ST AND SAN EMIDIO ST; UPGRADE PEDESTRIAN CROSSING: INSTALL ADA CURB RAMPS, RAISED MEDIAN, REPAINT CROSSWALKS, MARKINGS, STRIPEs, INSTALL 4 SOLAR LED FLASHING STOP SIGNS AND 2 SOLAR SPEED FEEDBACK SIGNS)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER231007		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.

IMPLEMENTING AGENCY: Taft, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	408,000		47,000

* Other Fed -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE	47,000								47,000
* Fund Type: Active Transportation Program (ATP)	RW									
	CON	408,000								408,000
* Funding Agency:	Total:	455,000								455,000

Comments:

***** Version 1 - 01/29/26 *****

Project data transferred from 2024 FTIP.

RTP Reference: 2026 RTP p.5-4

Prior Yr Status: CON Allocation Approved Mar 2026 CTC Meeting

Total Project Cost: ---

***** Version 1 - 01/31/24 *****

Project data transferred from 2022 FTIP.

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 08/03/2023 *****

Per 6/28/23 CTC approval of MPO ATP Cycle 6

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: ---

Total Project Cost: ---

Transportation Enhancement Activities Program

(Dollars in Whole)

Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-1025	TITLE (DESCRIPTION): GROUPED PROJECT FOR TRANSPORTATION ENHANCEMENT ACTIVITIES (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES - TRANSPORTATION ENHANCEMENT ACTIVITIES (EXCEPT REHABILITATION AND OPERATION OF HISTORIC TRANSPORTATION BUILDINGS, STRUCTURES, OR FACILITIES.))	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY Transportation enhancement activities.
CT PROJECT ID:			MPO ID.: KER241001		
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Various Agencies

PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)						(Dollars in whole)			
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE	
1	Active	09/09/2026	CVALLE	Adoption - Carry Over	0	36,535,924			

* Federal Disc. -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Charging and Fueling Infrastructure -Grant	CON		27,262,129							27,262,129
* Funding Agency:	Total:		27,262,129							27,262,129

* Local Funds -		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Private Funds	CON		9,273,795							9,273,795
* Funding Agency:	Total:		9,273,795							9,273,795

Project Total:		<u>PRIOR</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>30-31</u>	<u>31-32</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON		36,535,924							36,535,924
	Total:		36,535,924							36,535,924

Comments:
***** Version 1 - 01/29/26 *****
Project data transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.5-5
Prior Yr Status: ---
Total Project Cost: ---
***** Version 2 - 12/30/2024 *****
New project carry over from 2023 FTIP.

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 05/29/2024 *****
Per 5/28/24 San Joaquin Valley Air Pollution Control District Letter. Please note full CFI award is \$56,008,096. KCOG FTIP only shows Taft's location. Gustine's location to be programmed in MCAG FTIP.

RTP Reference: 2022 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---

APPENDIX K: MPO Grouped Project Listing Certification Letter



September 17, 2026

Mr. Kien Le, Office Chief
California Department of Transportation
Division of Financial Programming, MS82
P.O. Box 942873
Sacramento, CA 94273-0001

Attention: Ms. Jennifer Ashby-Camp

Subject: Kern Council of Governments Grouped Project Listing Certification Letter

Dear Mr. Le:

This letter certifies that Kern Council of Governments has prepared the Federal Transportation Improvement Program (FTIP) grouped project listings in a manner that is consistent and compliant with federal requirements.

Please contact Ceasar Valle at (661) 635-2917 or by email at cvalle@kerncog.org if you have any questions or require additional information.

Sincerely,

JOHN (JAY) SCHLOSSER, P.E.
EXECUTIVE DIRECTOR
JS/rp/cv

APPENDIX L: Grouped Project Listing

2027 Federal Transportation Improvement Program
Regional Adoption

Grouped Project Listings

Kern Council of Governments

Note: Listing is available on the Kern COG website at
<https://www.kerncog.org/category/docs/ftip/>

Project Title: Grouped Projects for Engineering

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES: ENGINEERING TO ASSESS SOCIAL, ECONOMIC, AND ENVIRONMENTAL EFFECTS OF THE PROPOSED ACTION OR ALTERNATIVES TO THAT ACTION (NON-CAPACITY INCREASING)

Agency	MPO Reference Number	Fed ID	Project Description	Program Year (FFY)	Project Phase	Fund Type			Total Project Cost
						COVID21 Funds	CRRSAA Funds	STIP AC PRIOR	
Caltrans	KER210102	CRRSAA-6209(001)	In Kern County: near Tehachapi PM 76.3 to PM 79.8; construct eastbound truck climbing lanes, widen roadway section by 17 ft to accommodate 14-ft truck lane and allow inside shoulder to be widened by 3 ft to provide a 10 ft inside shoulder, modify the Bealeville Road at grade intersection, extend box culvert at Tehachapi Creek, extend other culverts (PA&ED phase only)	Prior Year	PE	\$2,272,000	\$928,000	\$0	\$3,200,000
			Title: Route 46 Antelope Grade County: Kern/San Luis Obispo On State Route 46, in San Luis Obispo County near Cholame from east of State Route 46/41 Intersection to 0.4 mile east of Kern County Line. Convert to 4 lane expressway (PA&ED only) EA 05-3307E	Prior Year	PE	\$0	\$0	\$10,300,000	\$10,300,000

Project Title: Grouped Projects for Widening Narrow Pavements or Reconstructing Bridges

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES: WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGES (NO ADDITIONAL TRAVEL LANES)

Agency	MPO Reference Number	Fed ID	Project Description	Program Year (FFY)	Project Phase	Fund Type		Total Project Cost
						RAISE Funds	State Funds (Cap and Trade)	
Caltrans	KER220101	6206(037)	On Route 46 in Kern County, in the City of Wasco, from the intersection of F Street/Route 43 and Route 46 to the intersection of J Street/Route 43 and Route 46; reconstruct the existing grade separation	Prior Year	PE RW CON	\$24,000,000	\$89,430,000	\$113,430,000

Project Title: Grouped Projects for Interchange Reconfiguration

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.127 TABLE 3 EXEMPT PROJECTS CATEGORIES - INTERCHANGE RECONFIGURATION PROJECTS

Agency	MPO Reference Number	Fed ID	Project Description	Program Year (FFY)	Project Phase	Fund Type					Total Project Cost
						STIP-AC Funds	SB 1 Funds	TIFIA Funds	CPFCDS Funds	Local Funds	
Bakersfield	KER230101		Title: Centennial Corridor EB58 to NB99 Loop Connector In the City of Bakersfield - from the eastbound State Route 58 freeway to existing northbound State Route 99. At the SR58/SR99 Interchange, construct a new connector starting west of State Route 99, on the south side of Route 58 with a bridge spanning over Route 99 between postmile T52.2/R 52.40, and connecting to northbound State Route 99 between postmile 23.2/23.7 EA 06-48467	Prior Year	CON	\$28,500,000	\$0	\$0	\$0	\$2,000,000	\$30,500,000
			Title: Northbound State Route 99 Auxiliary Lane Description: In the City of Bakersfield - from the SR58/SR99 Interchange to California Ave, construct northbound auxiliary lane	Prior Year	PE	\$0	\$0	\$1,195,141	\$0	\$956,422	\$2,151,563
Caltrans			Title: Centennial Corridor SB 99 to WB 58 Connector In Bakersfield at the State Route 58 and 99 Interchange; construct freeway-to-freeway connector, project begins at the existing southbound SR 99 to eastbound SR 99 freeway connector, to form a direct connector on a curved alignment to westbound SR 58 on a new alignment. [postmiles KER-58-T52.2/R52.4 KER-99-23.4/24.2] EA 06-48468 (\$344,100 toll credits)	Prior Year	PE RW	\$4,020,000	\$9,380,000	\$0	\$0	\$450,000	
				26/27	CON	\$0	\$39,900,000	\$0	\$3,000,000	\$0	
				27/28	CON	\$25,000,000	\$0	\$0	\$0	\$0	

Project Title: Grouped Projects for Truck Climbing Lanes

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES: TRUCK CLIMBING LANES OUTSIDE THE URBANIZED AREA

Agency	MPO Reference Number	Fed ID	Project Description	Program Year (FFY)	Project Phase	Fund Type							Total Project Cost
						COVID21 Funds (State Funds)	CRRSAA Funds (State Funds)	HPP (Federal Funds)	RSTP (Federal Funds)	STIP-AC Funds	BUILD-TIGER	Future Need	
Caltrans	KER230102		Title: Antelope Grade Truck Climbing Lane Extension County: Kern/San Luis Obispo On Route 46 from 2.0 miles east of Antelope Road to 0.4 mile east of Kern Co. line. Construct extension to existing truck climbing lane. EA 05-1Q031	Prior Year	CON	\$1,456,000	\$476,000	\$1,401,000	\$1,334,000	\$0	\$0	\$0	\$4,667,000
			Title: SR 58 Truck Climbing Lane phase 2 (PM 71.8-74.9) Description: In Kern County, on State Route (SR) 58 near Tehachapi from 1.9 mile east of General Beale WB Offramp to 0.7 mile east of Bena Road Undercrossing. Construct eastbound truck climbing lane. EA 1K050	29/30	PE RW	\$0	\$0	\$0	\$0	\$5,600,000	\$0	\$0	\$47,350,000
				30/31	RW CON	\$0	\$0	\$0	\$0	\$19,771,000	\$10,729,000	\$11,250,000	

Project Title: Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES: RAILROAD/HIGHWAY CROSSING, SAFER NON-FEDERAL-AID SYSTEM ROADS, SHOULDER IMPROVEMENTS, TRAFFIC CONTROL DEVICES AND OPERATING ASSISTANCE OTHER THAN SIGNALIZATION PROJECTS, GUARDRAILS, MEDIAN BARRIERS, CRASH CUSHIONS, PAVEMENT MARKING, TRUCK CLIMBING LANES OUTSIDE THE URBANIZED AREA, LIGHTING IMPROVEMENTS, EMERGENCY TRUCK PULLOVERS. PROJECTS ARE CONSISTENT WITH 40CFR PART 93.127 TABLE 3 EXEMPT PROJECTS CATEGORIES: INTERSECTION SIGNALIZATION PROJECTS AT INDIVIDUAL INTERSECTION.

3/20/2026

Funding (X1000)

Agency	MPO Reference Number	Fed ID	EA	CTIPS	Route	Project Description	Program Year (FFY)	Project Phase	Fund Type	Total Project Cost
									SHOPP-AC	
Caltrans	KER210202	N/A	0X770	10400000448	43	In Wasco, from Route 46 to south of Gromer Avenue. Improve safety by constructing a roundabout.	Prior	PE RW CON	\$10,700	\$10,700
			1A470	10400000466	43	In Shafter, at the intersection with Santa Fe Way and Los Angeles Street. Construct roundabout.	Prior	PE RW CON	\$12,367	\$12,367
			1F260	10400000493	204	In Bakersfield, at Stine Canal No. 50-0208 (PM 5.49); also at Kern River Bridge No. 50-0033 (PM 5.61); also at Calloway Canal No. 50-0209 (PM 5.9). Replace bridge rail, reconstruct overhang and bridge deck.	Prior	PE RW	\$3,620	\$13,901
							27/28	RW CON	\$10,281	
			39140	10400000496	14	Near Inyokern, from 1.1 miles north of Redrock Inyokern Road to 0.5 mile north of Bowman Road. Widen median and shoulders, construct rumble strips, rehabilitate drainage systems, upgrade bridge rails, and install scour protection.	Prior	PE	\$3,200	\$62,746
							26/27	PE RW	\$5,540	
							29/30	RW CON	\$54,006	

Project Title: Grouped Projects for Pavement resurfacing and/or Rehabilitation - SHOPP Roadway Preservation Program

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES: PAVEMENT RESURFACING AND/OR REHABILITATION, EMERGENCY RELIEF (23 U.S.C. 125), WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGES (NO ADDITIONAL TRAVEL LANES)

3/20/2026

Agency	MPO Reference Number	Fed ID	EA	CTIPS	Route	Project Description	Program Year (FFY)	Project Phase	Funding (X1000)	Total Project Cost
									Fund Type SHOPP-AC	
Caltrans	KER210205 (continued on next page)	N/A	0V610	10400000436	119	Near Bakersfield, from 0.1 miles east of Ashe Road to Route 99 Separation. Rehabilitate roadway with asphalt pavement, reconstruct ramp termini at southbound Route 99 offramp with concrete pavement, widen intersections and shoulders to meet current standards, add bicycle lanes, median lane to accommodate two-way turning, install drainage inlets and stormwater basin, sidewalks and upgrade Americans with Disabilities Act (ADA) ramps to current standards.	Prior Year	PE RW CON	\$59,000	\$59,000
			37520	10400000458	14	Near Mojave, from 0.5 mile north of Silver Queen Road to 0.6 mile north of Business Route 58 (north). Rehabilitate roadway, install Transportation Management System (TMS) elements, upgrade facilities to Americans with Disabilities Act (ADA) standards, replace bridge railing, and enhance highway worker safety.	Prior Year	PE RW	\$6,894	\$46,992
							27/28	RW CON	\$40,098	
			0U290	10400000423	184	Near Bakersfield, from Dunsmere Street to Breckenridge Road. Upgrade Americans with Disabilities Act (ADA) curb ramps, install bike lanes, cold plane pavement, place Hot Mix Asphalt (HMA) and Rubberized Hot Mix Asphalt (RHMA) pavement, and construct sidewalks, bus turnouts, and improve pedestrian crossings as complete streets elements.	Prior Year	PE RW CON	\$35,355	\$35,355
			0X370	10400000460	99	In and near Bakersfield, from White Lane to California Avenue. Rehabilitate roadway, upgrade lighting, replace signs, rehabilitate drainage systems, construct southbound auxiliary lane, replace Palm Avenue Overcrossing No. 50-0261, and upgrade Transportation Management System (TMS) elements.	Prior Year	PE RW	\$13,790	\$110,485
							26/27	RW CON	\$96,695	

Continued

Project Title: Grouped Projects for Pavement resurfacing and/or Rehabilitation - SHOPP Roadway Preservation Program

Funding (X1000)										
Agency	MPO Reference Number	Fed ID	EA	CTIPS	Route	Project Description	Program Year (FFY)	Project Phase	Fund Type	Total Project Cost
									SHOPP-AC	
Caltrans	KER210205 (continued)	N/A	0W920	10400000461	5	Near Grapevine, from south of Fort Tejon Road to Grapevine Road Undercrossing. Rehabilitate roadway in northbound direction with continuously reinforced concrete pavementand jointed plain concrete, replace signs, upgrade guardrail and Transportation Management System (TMS) elements, and rehabilitate drainage systems and lighting.	Prior Year	PE RW CON	\$105,749	\$105,749
			37920	10400000459	58	Near Tehachapi, from 0.7 mile east of Route 223 to 3.4 miles east of Broome Road. Rehabilitate roadway, construct truck climbing lane, install Transportation Management System (TMS) elements, wildlife crossings, upgrade lighting, median barrier, guardrail, bridge railing, rehabilitate drainage systems, and enhance highway worker safety. (G13 Contingency)	Prior Year	PE RW	\$7,661	\$282,773
							26/27	RW	\$2,112	
							30/31	CON	\$273,000	
			0W810	10400000452	155	In Delano, from Fremont Street to west of Browning Road. Rehabilitate roadway, widen shoulders, upgrade facilities to Americans with Disabilities Act (ADA) standards, and rehabilitate drainage systems.	Prior Year	PE RW CON	\$16,740	\$16,740
			38330	10400000471	178	In and near Ridgecrest, from Redrock Inyokern Road to Clodt Road; also from 0.1 miles west of Mahan Street to the San Bernardino County line (99.0/104.6). Rehabilitate pavement and drainage systems, upgrade lighting and Transportation Management System (TMS) elements, replace guardrail and sign panels, upgrade facilities to Americans with Disabilities Act (ADA) standards, and construct Class 2 bike lanes as complete street elements.	Prior Year	PE RW	\$11,697	\$11,697
			1C060	10400000475	223	Near Bakersfield, from Route 5 to Costajo Road. Rehabilitate roadway, replace signs, upgrade guardrail, and install rumble strips.	Prior Year	PE RW CON	\$15,452	\$15,452
			0Y150	10400000477	223	In and near Arvin, from west of Comanche Drive to St Thomas Street. Rehabilitate pavement and drainage systems, replace sign panels, upgrade Transportation Management System (TMS) elements, and construct Americans with Disabilities Act (ADA) compliant curb ramps and sidewalks, modify traffic signals, install flashing beacon systems, bulbouts, and high visibility crosswalks as part of complete streets and safety elements.	Prior Year	RW	\$200	\$8,078
							26/27	RW CON	\$7,878	

Continued

Project Title: Grouped Projects for Pavement resurfacing and/or Rehabilitation - SHOPP Roadway Preservation Program

Agency	MPO Reference Number	Fed ID	EA	CTIPS	Route	Project Description	Program Year (FFY)	Project Phase	Funding (X1000)		Total Project Cost
									Fund Type	SHOPP-AC	
Caltrans	KER210205 (continued)	N/A	0W830	10400000473	33	In and near Taft, from Cadet Road to south of Main Street/Gardner Field Road. Rehabilitate roadway and drainage systems, replace sign panels, widen shoulders, install Transportation Management System (TMS) elements, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	Prior Year	PE RW	\$5,100		\$26,539
							27/28	RW CON	\$21,439		
			1A680	10400000478	46	Near Lost Hills and Wasco, from east of Route 5 to west of Scofield Avenue. Rehabilitate pavement, construct Maintenance Vehicle Pullouts (MVP), and upgrade bridge rails, guardrails, sign panels, and Transportation Management System (TMS) elements.	Prior Year	PE RW	\$3,480		\$20,690
							27/28	RW CON	\$17,210		
			1A760	10400000479	46	Near Wasco and Famoso, from east of Route 43 to Route 99. Rehabilitate pavement, upgrade guardrail, and install rumble strips.	Prior Year	PE RW CON	\$17,045		\$17,045
			0W930	10400000472	5	Near Bakersfield, from Route 99 to 0.9 mile north of Old River Road. Rehabilitate roadway, upgrade guardrail, signs, and Transportation Management System (TMS) elements, and enhance highway worker safety. (G-13 Contingency)	Prior Year	PE RW	\$3,340		\$36,555
							27/28	RW	\$76		
							30/31	CON	\$33,139		
			0X381	10400000501	166	In and near Maricopa, from Route 33 to 2.3 miles west of San Emigdio Creek. Environmental mitigation for funding assurance of mitigation credits for project EA 0X380	Prior Year	RW	\$526		\$526
			0Y131	10400000506	33	Near McKittrick, from south of Lokern Road to 0.9 mile south of Route 46. Environmental mitigation funding assurance for pavement rehabilitation project EA 0Y130.	Prior Year	RW	\$75		\$9,695
							27/28	RW	\$9,620		
			1A740	12100000276	VAR	In Kern, Fresno, and Madera Counties, on Routes 41, 58, 99, and 178 at various locations. Rehabilitate four pump plants	Prior Year	PE RW	\$1,979		\$10,879
							27/28	RW CON	\$8,900		

Continued

Project Title: Grouped Projects for Pavement resurfacing and/or Rehabilitation - SHOPP Roadway Preservation Program

Agency	MPO Reference Number	Fed ID	EA	CTIPS	Route	Project Description	Program Year (FFY)	Project Phase	Funding (X1000)		Total Project Cost
									Fund Type	SHOPP-AC	
Caltrans	KER210205 (continued)	N/A	0X450	10400000492	58	Near Bakersfield, from Route 184 to 0.2 mile east of Bealeville Road. Rehabilitate pavement and bridge deck, and upgrade guardrail and Traffic Management System (TMS) elements, and replace Weigh In Motion (WIM) system.	Prior Year	PE RW	\$3,960		\$49,088
							28/29	RW CON	\$45,128		
			38310	10400000494	58	Near Tehachapi, from 0.1 mile west of Sand Canyon Road Undercrossing to 1.2 miles west of Business Route 58 West Overcrossing. Rehabilitate pavement and drainage systems, install sign panels, and upgrade guardrail.	Prior Year	PE RW	\$3,860		\$35,770
							28/29	RW CON	\$31,910		
			38331	10400000498	178	In and near Ridgecrest, from 0.2 mile east of Route 14 to 0.2 mile east of Redrock Inyokern Road; also from Clodt Road to 0.1 mile west of North Mahan Street. Rehabilitate pavement, drainage systems, and construct Class 2 bike lanes.	Prior Year	PE RW	\$1,920		\$26,860
							27/28	RW CON	\$24,940		
			39050	10400000495	14	Near Rosamond, from the Los Angeles County line to 1.4 miles south of Dawn Road Overcrossing. Rehabilitate roadway. (G-13 Contingency)	Prior Year	PE	\$2,436		\$99,262
							26/27	PE RW	\$5,905		
							29/30	RW	\$834		
							30/31	CON	\$90,087		
			0X241	10400000511	33	Near Taft, from 0.9 mile south of Henry Road to north of Cymric Road (north) at various locations. Environmental mitigation funding assurance for drainage project EA 0X240.	Prior Year	RW	\$75		\$938
							28/29	RW	\$863		
			1A660	10400000518	99	In and near McFarland, from 0.4 mile south of Route 46 to 0.1 mile north of Sherwood Avenue. Rehabilitate roadway and drainage systems, upgrade guardrails and Transportation Management System (TMS) elements, replace sign panels.	26/27	PE	\$2,630		\$78,570
							27/28	PE RW	\$3,540		
							29/30	RW CON	\$72,400		
			40010	10400000514	202	Near Tehachapi, from 0.2 mile west of Bear Valley Road to 0.1 mile east of Route 58. Rehabilitate pavement, construct two-way-left-turn-lane, Class III bikeway, upgrade facilities to Americans with Disabilities Act (ADA) standards, and improve bicycle and pedestrian infrastructure. (Long Lead Project)	26/27	PE	\$2,474		\$2,474

Project Title: Grouped Projects for Shoulder Improvements - SHOPP Roadside Preservation Program

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES: FENCING, SAFETY ROADSIDE REST AREAS.

8/28/2024

Funding (X1000)

Agency	MPO Reference Number	Fed ID	EA	CTIPS	Route	Project Description	Program Year (FFY)	Project Phase	Fund Type	Total Project Cost
									SHOPP-AC	
Caltrans	KER220201	N/A	0X570	10400000474	5	Near Grapevine, at the northbound and southbound Tejon Pass Safety Roadside Rest Areas (SRRAs). Upgrade water and wastewater systems at SRRAs.	Prior	PE RW CON	\$13,460	\$13,460

Project Title: Grouped Projects for Emergency Repair

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES: REPAIR OF DAMAGE CAUSED BY NATURAL DISASTERS, CIVIL UNREST, OR TERRORIST ACTS, EXCEPT PROJECTS INVOLVING SUBSTANTIAL FUNCTIONAL, LOCATIONAL OR CAPACITY CHANGES.

8/28/2024

Funding (X1000)

Agency	MPO Reference Number	Fed ID	EA	CTIPS	Route	Project Description	Program Year (FFY)	Project Phase	Fund Type	Total Project Cost
									SHOPP-AC	
Caltrans	KER250201	N/A	1H150	10400000510	5	Near Lebec, from 3.0 miles north of Fort Tejon Overcrossing to 0.1 mile north of General Petroleum Undercrossing. Install rockfall drapery system.	Prior Year	PE RW CON	\$11,260	\$11,260

Project Title: Grouped Projects for Safety Improvements, shoulder improvements, pavement resurfacing and/or rehabilitation - Minor Program

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES: RAILROAD/HIGHWAY CROSSING, SAFER NON-FEDERAL-AID SYSTEM ROADS, SHOULDER IMPROVEMENTS, TRAFFIC CONTROL DEVICES AND OPERATING ASSISTANCE OTHER THAN SIGNALIZATION PROJECTS, PAVEMENT MARKING, TRUCK CLIMBING LANES OUTSIDE THE URBANIZED AREA, LIGHTING IMPROVEMENTS, EMERGENCY TRUCK PULLOVERS, PAVEMENT RESURFACING AND/OR REHABILITATION, EMERGENCY RELIEF (23 U.S.C. 125), WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGES (NO ADDITIONAL TRAVEL LANES), BICYCLE AND PEDESTRIAN FACILITIES. PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.127 TABLE 3 EXEMPT PROJECTS CATEGORIES: INTERSECTION SIGNALIZATION PROJECTS AT INDIVIDUAL INTERSECTIONS.

7/16/2026

Agency	Dist	MPO Reference Number	Route	Post Miles	Location/Description	EA	Project ID	Program Code	Project Phase			Total Project Cost	FTIP Program Year
									Fund Type				
									Estimated Con State/ Federal	Estimated R/W	Estimated Capital Outlay Support (Life of Project)		
Caltrans	06	KER210207	178	R5.1/R6.1	Near Bakersfield, from 0.3 mile south of Oswell Street westbound onramp to 0.4 mile north of Oswell Street westbound offramp. Electrical pullboxes and irrigation modification.	1G610	0624000223	201.130	\$461,000	\$0	\$150,000	\$611,000	Prior Year
	06		5	8.67R/8.96R	Near Grapevine, at the Truck Escape Ramp. Repair existing drain lines and truck escape ramp aggregate	1H320	625000024	201.130	\$461,000	\$0	\$100,000	\$561,000	Prior Year
	06		43	R24.529	In Wasco, at 8th Street. Construct pedestrian improvements.	1F601	625000071	201.378	\$60,000	\$0	\$10,000	\$70,000	Prior Year
	06		58	14.9	Near McKittrick, 5.0 miles west of West Side Highway. Repair pavement	1H650	625000177	201.130	\$250,000	\$0	\$80,000	\$330,000	Prior Year
	09		14	R15.4/R15.5	Near Mojave, at the South Mojave Overhead Bridge. Replace crash cushion.	42680	925000059	201.130	\$270,000	\$0	\$40,000	\$310,000	Prior Year
	06		46	50.27	In Wasco, at Poplar Avenue. Install hybrid beacon system, traffic signs, and traffic striping and pavement markings.	1F591	625000138	201.015	\$40,000	\$0	\$20,000	\$60,000	Prior Year
	09		14	58.2/62.3	Near Inyokern, 0.4 mile north of Isabella Walker Pass Road to 0.3 mile south Bow Avenue. Repair slope.	42700	925000062	201.130	\$449,000	\$10,000	\$110,000	\$569,000	Prior Year
	09		58	R94.2/R94.5	Near Tehachapi, at the Summit Overhead. Grind and overlay ramps with Hot Mix Asphalt (HMA).	42860	0925000087	201.121	\$1,250,000	\$0	\$200,000	\$1,450,000	Prior Year
	06		46	31.5/33.2	Near Lost Hills, at 0.2 mile east of Los Rios Street to 0.5 mile east of Buford Street. Highway planting.	1C840	0621000186	201.210	\$305,000	\$3,000	\$230,000	\$538,000	Prior Year
	09		178	57.1/88.26	Near Weldon, from Kelso Valley Road to Route 14. Upgrade signs.	41160	0925000021	201.170	\$461,000	\$0	\$110,000	\$571,000	Prior Year
	06		119	26.1/26.4	In Kern County, at Old River Road. Install safety lighting.	0X920	0618000182	201.010	\$270,000	\$5,000	\$70,000	\$345,000	Prior Year
	09		58	R91.3/R101.7	In Tehachapi, at Mill Street Overcrossing. Rehabilitate pavement.	43170	0926000028	201.121	\$461,000	\$0	\$250,000	\$711,000	Prior Year
	09		58	R100.0/R102.0	Near Tehachapi, from 0.5 mile west of Tehachapi Boulevard to 0.4 mile west of Cameron Canyon Road. Restore drainage system.	43190	0926000032	201.130	\$400,000	\$5,000	\$90,000	\$495,000	Prior Year

Continued

Project Title: Grouped Projects for Safety Improvements, shoulder improvements, pavement resurfacing and/or rehabilitation - Minor Program

Agency	Dist	MPO Reference Number	Route	Post Miles	Location/Description	EA	Project ID	Program Code	Project Phase			Total Project Cost	FTIP Program Year
									Fund Type				
									Estimated Con State/ Federal	Estimated R/W	Estimated Capital Outlay Support (Life of Project)		
Caltrans	06	KER210207	65	R0.0/0.8	Near Bakersfield, from 0.1 south to 0.1 north of Merle Haggard Drive; also on Route 99, from 1.01 miles north of Knudsen Drive to the Porterville Highway. Rehabilitate pavement and separation ramps.	1F450	0623000004	201.121	\$1,226,000	\$22,000	\$1,950,000	\$3,198,000	26/27
	06		58	T52.2/R5 2.4	Near Bakersfield, at the Route 58/99 Separation. Hardscape landscaping. Financial Contribution Only (FCO) to the City of Bakersfield.	1G561	0625000046	201.210	\$1,250,000	\$0	\$20,000	\$1,270,000	26/27
	06		58	R55.47/R 59.67	In and near Bakersfield, from Dr. Martin Luther King Jr.Boulevard to 0.3 mile east of Route 184. Remove and replace pavement.	0Y940	0619000086	201.120	\$250,000	\$0	\$175,000	\$425,000	26/27
	06		99	26.7	Near Bakersfield, at the Calloway Canal No. 50-0265; also on Route 119, at the Weed Creek No. 50-0124 and the Broad Creek No. 50-0125. Repair bridges.	1A550	0620000068	201.110	\$375,000	\$5,000	\$630,000	\$1,010,000	26/27
	06		5	5.1/8.2R	Near Lebec, from Fort Tejon Overcrossing to 1.9 miles south of Grapevine Overcrossing. Repair R/W fencing.	1H490	0625000010	201.150	\$461,000	\$2,000	\$405,000	\$868,000	26/27
	06		99	24.78	In Bakersfield, at 0.2 mile north of California Avenue. Install R/W fence and maintenance access gates.	1J920	0626000075	201.352	\$150,000	\$0	\$300,000	\$450,000	26/27
	09		58	R91.648	In Tehachapi, at North Mill Street. Demolish and install new R/W fencing.	43330	0926000054	201.352	\$461,000	\$25,000	\$200,000	\$686,000	26/27

Project Title: Grouped Projects for Bridge Rehabilitation and Reconstruction - Highway Bridge Program (HBP)

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES: WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGES (NO ADDITIONAL TRAVEL LANES)

3/18/26 HBP listing

Agency	MPO Reference Number	Fed ID	Project Description	Program Year (FFY)	Project Phase	Fund Type		Total Project Cost
						Federal Funds	State/Local Funds	
Bakersfield	KER060601	5109(166)	Bakersfield: BRIDGE NO. 50C0021 L & R, MANOR ST, OVER KERN RIVER, 0.2 MI S ROBERTS LANE. Rehabilitate existing two lane bridge. No added lane capacity. Including LSSRP Retrofit HBP-ID 1246	prior year	PE CON	\$16,509,318	\$2,138,957	\$18,648,275
		5109(285)	Bakersfield: BRIDGE NO. PM00171, Bridge Preventive Maintenance Program (BPMP) various bridges in the City of Bakersfield. See Caltrans Local Assistance HBP website for backup list of projects. HBP-ID 4581	prior year	PE CON	\$529,426	\$132,356	\$661,782
5950(536)		BRIDGE NO. 50C0120, SIERRA WAY OVER SOUTH FORK KERN RIVER, 1.0 MI N/O SH 178. Standalone Bridge Preventive Maintenance. HBP-ID 4869	26/27	PE	\$72,800	\$18,200	\$91,000	
5950(537)		BRIDGE NO. 50C0195, FAYE RANCH RD, OVER SOUTH FORK KERN RIVER, 0.6 MI N OF RTE 178. Standalone Bridge Preventive Maintenance. HBP-ID 4878	Prior Year	PE	\$55,774	\$7,226	\$437,000	
			26/27	CON	\$286,837	\$37,163		
			27/28	RW	\$44,265	\$5,735		
Kern County		5950(538)	BRIDGE NO. PM00251, Bridge Preventive Maintenance Program (BPMP), various bridges in Kern County. See Caltrans Local Assistance HBP website for backup list of projects. HBP-ID 4905	26/27	PE	\$116,400	\$29,100	\$145,500
		5950(539)	BRIDGE NO. PM00252, Bridge Preventive Maintenance Program (BPMP), various bridges in Kern County. See Caltrans Local Assistance HBP website for backup list of projects. HBP-ID 4906	26/27	PE	\$176,800	\$44,200	\$221,000
		5950(540)	BRIDGE NO. PM00253, Bridge Preventive Maintenance Program (BPMP), various bridges in Kern County. See Caltrans Local Assistance HBP website for backup list of projects. HBP-ID 4907	26/27	PE	\$455,200	\$113,800	\$569,000
		5950(541)	BRIDGE NO. PM00254, Bridge Preventive Maintenance Program (BPMP), various bridges in Kern County. See Caltrans Local Assistance HBP website for backup list of projects. HBP-ID 4908	27/28	PE	\$64,400	\$16,100	\$80,500
		5950(542)	BRIDGE NO. PM00255, Bridge Preventive Maintenance Program (BPMP), various bridges in Kern County. See Caltrans Local Assistance HBP website for backup list of projects. HBP-ID 4909	27/28	PE	\$108,400	\$27,100	\$135,500
		5950(543)	BRIDGE NO. PM00256, Bridge Preventive Maintenance Program (BPMP), various bridges in Kern County. See Caltrans Local Assistance HBP website for backup list of projects. HBP-ID 4910	27/28	PE	\$141,600	\$35,400	\$177,000

Project Title: Grouped Projects for Safety Improvements - Highway Safety Improvement Program (HSIP)

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES: RAILROAD/HIGHWAY CROSSING, SAFER NON-FEDERAL-AID SYSTEM ROADS, SHOULDER IMPROVEMENTS, TRAFFIC CONTROL DEVICES AND OPERATING ASSISTANCE OTHER THAN SIGNALIZATION PROJECTS, PAVEMENT MARKING, TRUCK CLIMBING LANES OUTSIDE THE URBANIZED AREA, LIGHTING IMPROVEMENTS, EMERGENCY TRUCK PULLOVERS. PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.127 TABLE 3 EXEMPT PROJECTS CATEGORIES: INTERSECTION SIGNALIZATION PROJECTS AT INDIVIDUAL INTERSECTIONS.

6/29/2026

Agency	MPO Reference Number	Fed ID	Project Description	Program Year (FFY)	Project Phase	Fund Type		Total Project Cost
						Federal Funds	State/Local Funds	
Bakersfield	KER140601	5109(304)	Bakersfield: On Ashe Road between Ming Avenue and Stockdale Highway, and on Wible Road between McKee Road and Hosking Avenue. Install raised medians. H12-06-004	27/28	CON	\$1,257,480	\$139,720	\$1,397,200
KCOG			Kern Council of Governments: A 2 mile segment of SR 58 in Kern County near California City and Edwards AFB North Gate entrance, from the SR 58 Intersection of California City Blvd to existing SR 58 freeway interchange at 140th St. Reduce left-turn conflict at intersection. H12-09-002	26/27	R/W CON	\$2,468,000	\$2,052,000	\$4,520,000
Kern County		5950(546)	Kern County: Various locations in unincorporated Bakersfield and Oildale; 4 signalized intersections at (Olive Drive & Airport Drive), (Eucalyptus Drive & Fairfax Road), (Brundage Lane & Fairfax Road), & (Fairfax Road & Pioneer Drive). Install raised medians on approaches. H12-06-015	Prior Year	PE	\$231,120	\$25,680	\$1,438,000
				26/27	CON	\$1,063,080	\$118,120	
		5950(547)	Kern County: Niles Street from 360 ft West of Virginia Avenue to Oswell Street, approximately 1.5 miles in unincorporated Bakersfield. Install new raised median, remove existing medians, restrict left-turns and u-turns, and reduce left-turn conflict intersections. H12-06-014	Prior Year	PE	\$605,700	\$67,300	\$9,672,800
				27/28	CON	\$8,099,820	\$899,980	
Ridgecrest		5385(079)	Ridgecrest: Existing bike lanes along the following roadways: Ward Ave, Drummond Ave, Las Flores Ave, Ridgecrest Blvd, Upjohn Ave, Bowman Rd, Mahan St, Downs St, Norma St, China Lake Blvd, French Ave, Sunland St, Gateway Blvd, Richmond Rd, College Heights Blvd. Upgrade bike lanes. H12-09-005	27/28	PE CON	\$1,579,140	\$175,460	\$1,754,600

Project Title: Grouped Projects for Pavement resurfacing and/or rehabilitation

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES - PAVEMENT RESURFACING AND/OR REHABILITATION

Agency	MPO Reference Number	Fed ID	Project Description	Program Year (FFY)	Project Phase	Fund Type			Total Project Cost
						RSTP Funds	HIP Funds	State/ Local Funds	
California City	KER180403 (continued)	STPL 5399(035)	In California City: California City Blvd from Hacienda Blvd to 94th St (approx. 520 Lf); Pavement Rehabilitation	Prior Year	PE CON	\$413,346	\$0	\$53,554	\$466,900
Delano		STPL 5227(076)	In Delano: Albany St from Garces Hwy to Morse Blvd; High St from Garces Hwy to 1 St Ave; and Princeton St from 20th Ave to County Line Rd; pavement resurfacing and rehabilitation including 1-1/2-inch grinding and hot mix asphalt overlay and striping	Prior Year	CON	\$721,659	\$0	\$93,499	\$815,158
McFarland		STPL 5343(021)	McFarland: W. Kern Ave from 3rd St to 5th St (approx. 875 LF); Pavement Rehabilitation	Prior Year	PE CON	\$429,686	\$0	\$112,870	\$542,556
Taft		STPL- 5193(043)	Taft: 10th St from A St to South side of Crosswalk at Bike/Ped Path (approx. 1,630 linear ft); rehabilitation	Prior Year	CON	\$288,408	\$32,000	\$71,932	\$392,340
		STPL- 5193(044)	Taft: 10th St from South side of Crosswalk at Bike/Ped Path to Kern St (approx. 1,300 linear ft); rehabilitation	Prior Year	CON	\$252,000	\$0	\$324,550	\$576,550
		STPL 5193(049)	Taft: 4th St from Kern St to Ash St (approx. 3,525 LF); Pavement Rehabilitation	Prior Year	PE CON	\$463,720	\$0	\$364,080	\$827,800
Wasco		STPL - 5287(066)	In Wasco: Filburn Ave between Central Ave and G St (various locations); Asphalt Rehabilitation, striping, signage and ADA ramp improvements	Prior Year	PE CON	\$796,836	\$0	\$153,239	\$950,075

Continued

Project Title: Grouped Projects for Pavement resurfacing and/or rehabilitation

Agency	MPO Reference Number	Fed ID	Project Description	Program Year (FFY)	Project Phase	Fund Type			Total Project Cost
						RSTP Funds	STIP-AC Funds	State/ Local Funds	
Inyo County	KER180403 (continued)		County: Inyo In the Town of Lone Pine in Inyo County: East Mountain View Street, North and South Brewery Street, North and South Mt. Whitney Drive, East Post Street, West Post Street, Tim Holt Street, North and South Lone Pine Avenue, North and South Lake View Street, and East Muir Street. The complete width of all streets in the project limits will be pulverized and repaved with 2.5" new hot mix asphalt (HMA) pavement. Bike Lanes are proposed to be striped on existing roadway on Post Street, Lone Pine Avenue, and Lake View Street. Improved Eastern Sierra Transit Authority (ESTA) Bus Loading will be delineated on E. Muir Street. All existing pedestrian facilities will be upgraded to ADA standards. Select streets would also be striped for on-road sidewalks. PPNO: 2659	27/28	CON	\$0	\$3,400,000	\$0	\$3,400,000

Project Title: Grouped Projects for Pavement resurfacing and/or rehabilitation

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES - PAVEMENT RESURFACING AND/OR REHABILITATION

Agency	MPO Reference Number	Fed ID	Project Description	Program Year (FFY)	Project Phase	Fund Type		Total Project Cost
						RSTP Funds	State/ Local Funds	
Bakersfield	KER260410 (Continued on next page)		Bakersfield: Panama Ln from Stine Rd to SR 99; Pavement rehabilitation using HMA and R-HMA. Installation of striping and markings, installation of traffic detector loops, installation of pedestrian access ramps, and adjustment of existing manholes and monuments.	26/27	CON	\$4,647,825	\$602,175	\$5,250,000
			Bakersfield: Oak St from California Ave to 24th St; Pavement rehabilitation using HMA and R-HMA. Installation of striping and markings, installation of traffic detector loops, installation of pedestrian access ramps, and adjustment of existing manholes and monuments.	26/27	CON	\$2,303,174	\$298,401	\$2,601,575
			Bakersfield: California Ave from H St to Union Ave; Pavement rehabilitation using HMA and R-HMA. Installation of striping and markings, installation of traffic detector loops, installation of pedestrian access ramps, and adjustment of existing manholes and monuments.	27/28	CON	\$3,718,260	\$481,740	\$4,200,000
			Bakersfield: Buck Owens Blvd from 24th St to Rio Mirada Dr; Pavement rehabilitation using HMA and R-HMA. Installation of striping and markings, installation of traffic detector loops, installation of pedestrian access ramps, and adjustment of existing manholes and monuments.	27/28	CON	\$3,406,739	\$441,380	\$3,848,119
California City			California City: N Loop Blvd from Poppy Blvd to 90th St; Pavement rehabilitation	26/27	PE	\$48,284	\$6,355	\$506,961
				27/28	CON	\$399,716	\$52,606	

Continued

Project Title: Grouped Projects for Pavement resurfacing and/or rehabilitation

Agency	MPO Reference Number	Fed ID	Project Description	Program Year (FFY)	Project Phase	Fund Type		Total Project Cost
						RSTP Funds	State/ Local Funds	
Delano	KER260410 (Continued on next page)	STPL - 5227(077)	Delano: W Cecil Ave from Wasco Pond Rd to Albany St; Pavement resurfacing and rehabilitation including 6 inches HMA deep patches and asphalt rubber cape seal and installation of traffic stripes. (Application type II slurry seal over the top of the chip seal)	26/27	CON	\$506,959	\$65,683	\$572,642
			Delano: W Garces Hwy from Casey Ave to Hiett Ave; Pavement resurfacing and rehabilitation including 6 inches HMA deep patches and asphalt rubber cape seal and installation of traffic stripes. (Application type II slurry seal over the top of the chip seal)	26/27	CON	\$173,359	\$22,461	\$195,820
			Delano: Girard St from County Line Rd to 18th Ave; Pavement resurfacing and rehabilitation including 6 inches HMA deep patches and asphalt rubber cape seal and installation of traffic stripes. (Application type II slurry seal over the top of the chip seal)	26/27	CON	\$135,420	\$17,546	\$152,966
			Delano: High St from 21st Ave to County Line Rd; Pavement resurfacing and rehabilitation including 6 inches HMA deep patches and asphalt rubber cape seal and installation of traffic stripes. (Application type II slurry seal over the top of the chip seal)	26/27	CON	\$71,259	\$9,233	\$80,492

Continued

Project Title: Grouped Projects for Pavement resurfacing and/or rehabilitation

Agency	MPO Reference Number	Fed ID	Project Description	Program Year (FFY)	Project Phase	Fund Type		Total Project Cost
						RSTP Funds	State/ Local Funds	
Delano	KER260410 (continued on next page)		Delano: Lexington St from Garces Hwy to Cecil Ave; Pavement resurfacing and rehabilitation including 6 inches HMA deep patches and 1-1/2 inch grinding and HMA overlay, adjustment of utility manholes and water valve boxes, and installation of traffic stripes, pavement markings and pavement raised markers.	27/28	CON	\$464,890	\$60,232	\$525,122
			Delano: Main St from Garces Hwy to Cecil Ave; Pavement resurfacing and rehabilitation including 6 inches HMA deep patches and 1-1/2 inch grinding and HMA overlay, adjustment of utility manholes and water valve boxes, and installation of traffic stripes, pavement markings and pavement raised markers.	27/28	CON	\$445,109	\$57,669	\$502,778
Kern County		Kern County/Unincorporated Bakersfield: Allen Rd from Rosedale Hwy to Noreiga Rd; 1.5-miles of road rehabilitation.	26/27	CON	\$2,033,522	\$263,465	\$3,184,465	
			27/28	CON	\$785,684	\$101,794		
			Kern County/ Unincorporated Metropolitan Bakersfield and Oildale area: 7th Standard Rd from Wings Way to North Chester Ave; approximately 1.75-miles of road rehabilitation.	26/27	CON	\$2,655,900	\$344,100	\$3,000,000

Continued

Project Title: Grouped Projects for Pavement resurfacing and/or rehabilitation

Agency	MPO Reference Number	Fed ID	Project Description	Program Year (FFY)	Project Phase	Fund Type		Total Project Cost
						RSTP Funds	State/ Local Funds	
Kern County	KER260410 (continued on next page)		Kern County (Various Locations): Manor St (Bakersfield City Limits to N Chester Ave), S Wheeler Ridge Rd (E 1st St to David Rd), N Wheeler Ridge (David Rd to SR 223), Burlando Rd (SR 155 to Kernville Rd) Kernville Rd (Burlando Rd to Kern River Bridge), Tejon Hwy (SR 58 to Widmere Rd), N Derby St (Wildmere Rd to SR 223), Kimberlina Rd (Scofield to Palm Ave), Mil Potrero Hwy (Cuddy Valley Rd to Cedarwood Dr), Rowlee Rd (Lerdo Hwy to SR 46), Pond Rd (SR 43 to Garzoli Ave), Old River Rd (Copus Rd to Taft Hwy), and Lerdo Hwy (Lost Hills Rd to Wildwood Rd); Pavement resurfacing of 75.6 miles.	28/29	CON	\$6,277,049	\$813,259	\$7,090,308
			Kern County/Unincorporated Bakersfield: E California Ave from Railroad Crossing to Edison Hwy; 1.2 miles of road rehabilitation.	28/29	CON	\$3,580,414	\$463,881	\$4,044,295
			Kern County/Unincorporated Bakersfield: Olive Dr from Roberts Ln to Airport Dr and Decatur St from Airport Dr to N Chester Ave; 1.6 miles of road rehabilitation	29/30	CON	\$1,282,249	\$166,130	\$1,448,379
McFarland			McFarland: W Perkins Ave from Garzoli Ave to Frontage Rd; Pavement Rehabilitation	26/27	PE	\$72,516	\$19,254	\$549,790
				27/28	CON	\$405,485	\$52,535	
Shafter				Shafter: E lerdo Hwy from Beech Ave to Zerker Rd; Pavement resurfacing	27/28	CON	\$761,000	\$200,000

Continued

Project Title: Grouped Projects for Pavement resurfacing and/or rehabilitation

Agency	MPO Reference Number	Fed ID	Project Description	Program Year (FFY)	Project Phase	Fund Type		Total Project Cost	
						RSTP Funds	State/ Local Funds		
Taft	KER260410 (continued)		Taft: E Kern St from 1st St to Williams Way (approx. 1,290'); Pavement Rehabilitation	26/27	PE	\$0	\$66,700	\$582,400	
				27/28	CON	\$240,000	\$275,700		
Tehachapi			Tehachapi: Mulberry St from W Tehachapi Blvd to W D St (approx. 0.19 mi); Pavement rehabilitation	26/27	PE	\$30,985	\$4,015	\$526,637	
				27/28	CON	\$349,015	\$45,219		
				28/29	CON	\$86,230	\$11,173		
			Tehachapi: W Tehachapi Blvd from Tucker Rd to Mt View Ave (approx. 0.19 mi); Pavement rehabilitation	26/27	PE	\$0	\$35,000	\$597,577	
				28/29	CON	\$447,915	\$114,662		
Wasco				Wasco: Griffith Ave from SR 46 to Filburn St (various locations); Pavement rehabilitation including sidewalks and curb and gutter	27/28	CON	\$925,000	\$119,844	\$1,044,844

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

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES: RAILROAD/HIGHWAY CROSSING, SAFER NON-FEDERAL-AID SYSTEM ROADS, SHOULDER IMPROVEMENTS, TRAFFIC CONTROL DEVICES AND OPERATING ASSISTANCE OTHER THAN SIGNALIZATION PROJECTS, PAVEMENT MARKING, TRUCK CLIMBING LANES OUTSIDE THE URBANIZED AREA, LIGHTING IMPROVEMENTS, EMERGENCY TRUCK PULLOVERS. PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.127 TABLE 3 EXEMPT PROJECTS CATEGORIES: INTERSECTION SIGNALIZATION PROJECTS AT INDIVIDUAL INTERSECTIONS.

Agency	MPO Reference Number	Fed ID	Project Description	Program Year (FFY)	Project Phase	Fund Type			Total Project Cost
						CMAQ	CRP	State/ Local Funds	
Bakersfield	KER180507 (continued on next page)	CML-5109(268)	Bakersfield: Signal Coordination Part 1: Along Truxtun Ave, H St, Oak St, Ming Ave, Hageman Rd, Coffee Rd, Chester Ave, 23rd St, and 24th St; Installation of Traffic Signal Interconnect / Synchronization	Prior Year	CON	\$1,593,540	\$0	\$206,460	\$1,800,000
		CML-5109(275)	Bakersfield: Signal Coordination Part 2: California between Mohawk St and Oak St; Stockdale Hwy between Coffee Rd and H St; Brundage Ln between Oak St and Hughes Ln; Installation of Traffic Signal Interconnect / Synchronization	Prior Year	CON	\$1,239,420	\$0	\$160,580	\$1,400,000
		CML-5109(281)	Bakersfield: Mt Vernon Ave from Bernard St to Panorama Dr; installation of adaptive signal coordination	Prior Year	CON	\$529,409	\$0	\$68,591	\$598,000
		CML-5109(286)	Bakersfield: White Ln from Wible Rd to Buena Vista Rd; installation of adaptive signal coordination	Prior Year	CON	\$775,080	\$0	\$100,420	\$875,500
		CML-5109(287)	Bakersfield: Stockdale Hwy from Renfro Rd to Coffee Rd; installation of adaptive signal coordination	Prior Year	CON	\$336,768	\$0	\$43,632	\$380,400
		CML-5109(288)	Bakersfield: H St from White Ln to Panama Ln, Panama Ln from Akers Rd to Parsons Wy; installation of adaptive signal coordination	Prior Year	CON	\$509,048	\$0	\$65,953	\$575,001
		CRPL - 5109 (290)	Bakersfield: Calloway Dr from Rosedale Hwy to Olive Dr; installation of adaptive signal coordination	Prior Year	CON	\$0	\$605,433	\$103,440	\$708,873
		CRPL - 5109 (291)	Bakersfield: Panama Ln from Gosford Rd to Akers Rd; installation of adaptive signal coordination	Prior Year	CON	\$0	\$949,395	\$148,005	\$1,097,400
		CRPL 5109(296)	Bakersfield: Ming Ave from Hwy 99 Ramp to P St; installation of adaptive signal coordination	Prior Year	CON	\$0	\$513,118	\$66,480	\$579,598
		CRPL 5109(297)	Bakersfield: Panama Ln and Sparks St; installation of new signal; Panama Ln from Parsons Wy to Cottonwood Rd; installation of adaptive signal coordination	Prior Year	CON	\$0	\$1,072,806	\$138,994	\$1,211,800
		CML 5109(298)	Bakersfield: Ashe Rd from Panama Ln to Club View Dr; installation of traffic signal coordination system	Prior Year	CON	\$458,142	\$0	\$59,358	\$517,500

Continued

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

Agency	MPO Reference Number	Fed ID	Project Description	Program Year (FFY)	Project Phase	Fund Type			Total Project Cost
						CMAQ	CRP	State/ Local Funds	
California City	KER180507 (continued)	CML 5399(034)	California City: California City Blvd from Baron Blvd to Maverick St; shoulder paving	Prior Year	PE CON	\$2,741,242	\$0	\$355,158	\$3,096,400
Wasco		CML 5287(067)	In Wasco: EB Filburn Ave b/w Central Ave and Palm St; shoulder dust suppression, provide full pavement width, curb, gutter, ADA ramps, sidewalks, bike lane striping and signage	Prior Year	PE CON	\$875,307	\$0	\$113,406	\$988,713
		CML 5287(068)	In Wasco: EB Filburn Ave b/w Griffith Ave and G St; shoulder dust suppression, provide full pavement width, curb, gutter, ADA ramps, sidewalk, bike lane striping and signage	Prior Year	PE CON	\$837,383	\$0	\$108,492	\$945,875

Project Title: Grouped Projects for Intersection Channelization

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.127 TABLE 3 EXEMPT PROJECTS CATEGORIES - INTERSECTION CHANNELIZATION PROJECTS

Agency	MPO Reference Number	Fed ID	Project Description	Program Year (FFY)	Project Phase	Fund Type			Total Project Cost
						CMAQ	CRP	Local Funds	
Caltrans	KER200506	CML-6206(030)	Shafter: Santa Fe Way (SR 43) and E Los Angeles Ave/S Beech Ave Intersection; operational improvement/construct roundabout	Prior Year	PE	\$1,327,950	\$0	\$172,050	\$1,500,000
Tehachapi		CML 5184(046)	Tehachapi: Intersection of Tucker Rd and Highline Rd; construct roundabout include high visibility crosswalks and lighting	Prior Year	PE CON	\$1,680,162	\$1,657,924	\$432,486	\$3,770,572

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

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES: RAILROAD/HIGHWAY CROSSING, SAFER NON-FEDERAL-AID SYSTEM ROADS, SHOULDER IMPROVEMENTS, TRAFFIC CONTROL DEVICES AND OPERATING ASSISTANCE OTHER THAN SIGNALIZATION PROJECTS, PAVEMENT MARKING, TRUCK CLIMBING LANES OUTSIDE THE URBANIZED AREA, LIGHTING IMPROVEMENTS, EMERGENCY TRUCK PULLOVERS. PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.127 TABLE 3 EXEMPT PROJECTS CATEGORIES: INTERSECTION SIGNALIZATION PROJECTS AT INDIVIDUAL INTERSECTIONS.

Agency	MPO Reference Number	Fed ID	Project Description	Program Year (FFY)	Project Phase	Fund Type			Total Project Cost
						CMAQ	CRP	State/ Local Funds	
Bakersfield	KER260510 (continued on next page)	CML-5109(305)	Bakersfield: California Ave from Oak St to Martin Luther King Jr. Blvd; installation of adaptive signal coordination	26/27	CON	\$1,903,129	\$0	\$246,571	\$2,149,700
		CML-5109(306)	Bakersfield: Olive Dr from Coffee Rd to Renfro Rd; installation of adaptive signal coordination	26/27	CON	\$350,980	\$1,219,365	\$203,455	\$1,773,800
		CML-5109(308)	Bakersfield: Wilson Rd from Edgemont Dr to S. Chester Ave; installation of adaptive signal coordination	27/28	CON	\$1,123,268	\$0	\$145,532	\$1,268,800
		CML-5109(309)	Bakersfield: Union Ave from 34th St to Monterey St and 34th St from Chester Ave to Union Ave; installation of adaptive signal coordination	27/28	CON	\$0	\$1,042,883	\$135,117	\$1,178,000
		CML-5109(307)	Bakersfield: Gosford Rd from White Ln to Panama Ln, Harris Rd from Gosford Rd to Old River Rd, Old River Rd from Harris Rd to McCutchen Rd; installation of adaptive signal coordination	29/30	CON	\$2,282,037	\$0	\$295,663	\$2,577,700
Delano			Delano: Timmons Ave from Garces Hwy to Contessa Avenue; Pave westside unpaved shoulders and Timmons Ave from Garces Hwy to Camino Real Dr; Pave eastside unpaved shoulders	26/27	CON	\$154,742	\$0	\$20,049	\$174,791
			Delano: Cecil Ave from Melcher Rd to Lytle Ave; Pave unpaved shoulders	27/28	CON	\$442,625	\$0	\$57,347	\$499,972
			Delano: Hiett Ave from Garces Hwy to Camino Real Dr; Pave westside unpaved shoulders	29/30	CON	\$90,832	\$0	\$11,769	\$102,601
			Delano: County Line Rd from Girard St to Driver Rd; Pave northside unpaved shoulders and County Line Rd from San Felice St to Driver Rd; Pave southside unpaved shoulders	29/30	CON	\$507,844	\$0	\$65,797	\$573,641
			Delano: County Line Rd from Hiett Ave to Railroad; Pave northside unpaved shoulders	29/30	CON	\$199,198	\$0	\$25,809	\$225,007
			Delano: Garces Hwy from Hiett Ave to Casey Ave; Pave unpaved shoulders	29/30	CON	\$434,808	\$0	\$56,335	\$491,143

Continued

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

Agency	MPO Reference Number	Fed ID	Project Description	Program Year (FFY)	Project Phase	Fund Type			Total Project Cost
						CMAQ	CRP	State/ Local Funds	
Kern County	KER260510 (continued)		Kern County: Fruitvale Ave from Rosedale Hwy to Hageman Rd and Downing Ave from Fruitvale Ave to Henry Ln; Pave unpaved shoulder, ADA upgrades and ancillary facilities	26/27	CON	\$3,137,236	\$0	\$406,463	\$3,543,699
			Kern County: Rosedale Hwy (North Side) from 0.2-miles west of Renfro Rd to Allen Rd; Pave unpaved shoulder, ADA upgrades and other ancillary facilities	26/27	PE/RW	\$972,497	\$0	\$310,057	\$6,515,478
				27/28	CON	\$4,530,336	\$0	\$702,588	
			Kern County: Heath Rd from Stockdale Hwy to Johnson Rd; Surface unpaved shoulder and other ancillary facilities	26/27	PE/RW	\$0	\$0	\$375,440	\$375,440
				29/30	CON	\$1,195,259	\$0	\$203,501	\$1,398,760
			Kern County (Rosedale): Allen Rd from Rosedale Hwy to 300 ft s/o Meacham Rd; Pave unpaved shoulder and ADA upgrades	26/27	RW	\$0	\$0	\$377,500	\$1,766,128
				29/30	CON	\$1,229,352	\$0	\$159,276	
			Kern County: Intersection of Niles St and Park Dr; Construction of traffic signal and ancillary facilities	28/29	CON	\$1,096,122	\$0	\$142,015	\$1,238,137
			Kern County (Buttonwillow): Hageman Rd from I-5 to Shortcuts Ln; Pave unpaved shoulder	28/29	CON	\$4,668,049	\$0	\$604,796	\$5,272,845
			Kern County: Niles Street from Lynwood St to Morning Dr; Pave unpaved shoulder and ADA upgrades	29/30	CON	\$1,023,649	\$0	\$132,625	\$1,156,274
Shafter			Shafter: E Lerdo Hwy from Beech Ave to Cherry Ave; Pave unpaved shoulders	27/28	CON	\$649,999	\$0	\$84,215	\$734,214
Tehachapi			Tehachapi: E Tehachapi Blvd from 950 Ft east of Bailey Ct to Pilot Travel Center; pave southside unpaved shoulders	26/27	PE/RW	\$90,260	\$0	\$11,695	\$478,950
				27/28	CON	\$333,753	\$0	\$43,242	

Project Title: Grouped Projects for Intersection Channelization

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.127 TABLE 3 EXEMPT PROJECTS CATEGORIES - INTERSECTION CHANNELIZATION PROJECTS

Agency	MPO Reference Number	Fed ID	Project Description	Program Year (FFY)	Project Phase	Fund Type			Total Project Cost
						CMAQ	CRP	State/ Local Funds	
Kern County	KER260511		Kern County (East Bakersfield): Intersection of Bernard St and Haley St; Construct roundabout and ancillary facilities	26/27	PE	\$604,019	\$0	\$78,258	\$5,230,789
				27/28	CON	\$4,026,797	\$0	\$521,715	
			Kern County (East Bakersfield): Intersection of Columbus St, Loma Linda Dr and La Cresta Dr; Construct roundabout, pedestrian path and other ancillary facilities.	26/27	PE	\$0	\$0	\$972,600	\$6,565,050
				29/30	CON	\$4,950,995	\$0	\$641,455	

Project Title: Grouped Projects for Bicycle and Pedestrian Facilities

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES: BICYCLE AND PEDESTRIAN FACILITIES

Agency	MPO Reference Number	Fed ID	Project Description	Program Year (FFY)	Project Phase	Fund Type			Total Project Cost
						CMAQ	CRP	State/ Local Funds	
California City	KER260512		California City: California City Blvd from Victor Way to Neuralia Rd; Pedestrian Improvements, ADA Curb Ramps, Crosswalks, Striping, Signage, and Intersection Enhancements.	26/27	PE		\$93,664	\$12,136	\$818,400
				27/28	CON		\$630,864	\$81,736	
Kern County			Kern County (Unincorporated Metropolitan Bakersfield): Columbus St from La Cresta Dr to Alta Vista Dr (approximately 0.29-miles); Construct pedestrian path and ancillary facilities	29/30	CON	\$1,254,646		\$162,553	\$1,417,199

Project Title: Grouped Project for Operating Assistance to Transit Agencies

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES - OPERATING ASSISTANCE TO TRANSIT AGENCIES

Agency	MPO Reference Number	Fed ID	Project Description	Program Year (FFY)	Project Phase	Fund Type					Total Project Cost
						5311 Funds	5311(f) Funds	5307 Funds	State/ Local Funds	Fare Revenue	
Arvin	KER180801		Operating Assistance	Prior Year	CON	\$121,873	\$0	\$0	\$857,552	\$0	\$979,425
California City				Prior Year	CON	\$81,114	\$0	\$0	\$176,886	\$0	\$258,000
McFarland				Prior Year	CON	\$86,609	\$0	\$0	\$74,200	\$0	\$160,809
Ridgecrest				Prior Year	CON	\$173,280	\$0	\$0	\$2,673,504	\$0	\$2,846,784
Shafter				Prior Year	CON	\$137,843	\$0	\$0	\$526,105	\$0	\$663,948
Taft				Prior Year	CON	\$43,122	\$0	\$0	\$120,139	\$0	\$163,261
Tehachapi				Prior Year	CON	\$68,791	\$0	\$0	\$225,872	\$0	\$294,663
Wasco				Prior Year	CON	\$167,624	\$0	\$0	\$872,564	\$0	\$1,040,188
Kern County				Prior Year	CON	\$964,726	\$300,000	\$0	\$10,355,875	\$0	\$11,620,601

Project Title: Grouped Projects for Purchase of New Buses and Rail Cars to Replace Existing Vehicles or for Minor Expansion of the Fleet

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES: PURCHASE OF NEW BUSES AND RAIL CARS TO REPLACE EXISTING VEHICLES OR FOR MINOR EXPANSIONS OF THE FLEET. (IN PM10 AND PM2.5 NONATTAINMENT OR MAINTENANCE AREAS, SUCH PROJECTS ARE EXEMPT ONLY IF THEY ARE IN COMPLIANCE WITH CONTROL MEASURES IN THE APPLICABLE IMPLEMENTATION PLAN)

Agency	MPO Reference Number	Fed ID	Project Description	Program Year (FFY)	Project Phase	Fund Type				Total Project Cost
						5310 Funds	5311 Funds	5339(a) Funds	State/ Local Funds	
ARC of Bakersfield	KER240801		Two Replacement Medium Buses	Prior Year	CON	\$295,000	\$0	\$0	\$0	\$295,000
			Four Replacement Full Sized Vans	Prior Year	CON	\$438,000	\$0	\$0	\$0	\$438,000
			Five Replacement Full Sized Vans (\$101,848 toll credits)	Prior Year	CON	\$678,985	\$0	\$0	\$0	\$678,985
New Advances for People with Disabilities			One Replacement Small Bus	Prior Year	CON	\$141,392	\$0	\$0	\$0	\$141,392
			Two Replacement Full Sized Vans	Prior Year	CON	\$219,000	\$0	\$0	\$0	\$219,000
			Two Replacement Small Buses (\$50,700 toll credits)	Prior Year	CON	\$338,000	\$0	\$0	\$0	\$338,000
			One Replacement Full Sized Van EL (\$12,525 toll credits)	Prior Year	CON	\$83,500	\$0	\$0	\$0	\$83,500
Delano			Four Replacement DAR Vans	Prior Year	CON	\$0	\$314,034	\$0	\$40,687	\$354,721
			Purchase Replacement CNG Bus	Prior Year	CON	\$0	\$198,550	\$0	\$25,724	\$224,274
			Purchase Van for Dial A Ride Expansion	Prior Year	CON	\$0	\$126,949	\$0	\$16,448	\$143,397
			Purchase Two (2) Replacement Gas Dial A Ride Vans	Prior Year	CON	\$0	\$169,948	\$0	\$22,020	\$191,968
Kern County			In Kern County Purchase 4 Replacement Diesel Buses (\$18,640 toll credits)	Prior Year	CON	\$0	\$0	\$567,964	\$78,304	\$646,268

Project Title: Grouped Projects for Transportation Enhancement Activities

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLE 2 EXEMPT PROJECTS CATEGORIES - TRANSPORTATION ENHANCEMENT ACTIVITIES (EXCEPT REHABILITATION AND OPERATION OF HISTORIC TRANSPORTATION BUILDINGS, STRUCTURES, OR FACILITIES.)

Agency	MPO Reference Number	Fed ID	Project Description	Program Year (FFY)	Project Phase	Fund Type		Total Project Cost
						CFI	Local/ Private Funds	
San Joaquin Valley Unified Air Pollution Control District	KER241001		Title: FY 2023 San Joaquin Valley I-5 Electric Freight Corridor (Valley EFC) Project In Kern County, CA: on the 1-5 Alternative Fueling Corridor (AFC), near Taft, CA at a juncture point with SR 119; install 45 Direct Current Fast Charging (DCFCs) for passenger vehicles, 45 DCFCs for Medium- and Heavy-Duty Electric Vehicles (MHDEVs), and 9 megawatt charging standard (MCS) chargers.	26/27	CON	\$27,262,129	\$9,273,795	\$36,535,924

APPENDIX M: 2027 Financial Table

TABLE 1: REVENUE

Kern Council of Governments
2027 Federal Transportation Improvement Program
(\$'s in 1,000)

Funding Source/Program		NOTES	4 YEAR (FTIP Period)				
			FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
LOCAL	Sales Tax						
	City						
	County						
	Gas Tax		\$13,063	\$6,517	\$3,045	\$3,814	\$26,439
	Gas Tax (Subventions to Cities)		\$13,063	\$6,517	\$3,045	\$3,814	\$26,439
	Gas Tax (Subventions to Counties)						
	Other Local Funds		\$55,000				\$55,000
	County General Funds						
	City General Funds						
	Street Taxes and Developer Fees		\$55,000				\$55,000
REGIONAL	RSTP Exchange funds						
	Transit						
	Transit Fares						
	Other (See Appendix 1)		\$9,274				\$9,274
	Local Total		\$77,337	\$6,517	\$3,045	\$3,814	\$90,713
	Tolls						
	Bridge						
	Corridor						
	Regional Sales Tax						
	Other (See Appendix 2)						
STATE	Regional Total						
	State Highway Operation and Protection Program (SHOPP) ¹		\$140,829	\$136,104	\$77,901	\$127,240	\$482,074
	SHOPP		\$132,922	\$136,104	\$77,901	\$127,240	\$474,167
	SHOPP Prior						
	State Minor Program		\$7,907				\$7,907
	State Transportation Improvement Program (STIP) ¹		\$500	\$28,900	\$500	\$6,100	\$36,000
	STIP		\$500	\$28,900	\$500	\$6,100	\$36,000
	STIP Prior						
	State Bond						
	Proposition 1A (High Speed Passenger Train Bond Program)						
FEDERAL TRANSIT	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)						
	Active Transportation Program (ATP) ¹		\$10,346	\$5,421			\$15,767
	Highway Maintenance (HM) Program ¹						
	Highway Bridge Program (HBP) ¹		\$1,108	\$359			\$1,467
	Road Repair and Accountability Act of 2017 (SB1)		\$39,900				\$39,900
	Traffic Congestion Relief Program (TCRP)						
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)						
	Local Transportation Climate Adaptation Program (LTCAP) ¹						
	Other (See Appendix 3)						
	State Total		\$192,683	\$170,784	\$78,401	\$133,340	\$575,208
FEDERAL HIGHWAY	5307 - Urbanized Area Formula Grants		\$11,410				\$11,410
	5309 - Fixed Guideway Capital Investment Grants						
	5309b - New and Small Starts (Capital Investment Grants)						
	5309c - Bus and Bus Related Grants						
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities						
	5311 - Formula Grants for Rural Areas						
	5311f - Intercity Bus						
	5337 - State of Good Repair Grants						
	5339 - Bus and Bus Facilities Formula Grants		\$1,878				\$1,878
	FTA Transfer from Prior FTIP						
FEDERAL RAIL	Other (See Appendix 4)						
	Federal Transit Total		\$13,289				\$13,289
	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$12,778	\$14,462	\$14,709	\$14,959	\$56,908
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)						
	Coordinated Border Infrastructure Program						
	Federal Lands Access Program						
	Federal Lands Transportation Program						
	GARVEE Bonds Debt Service Payments						
	Highway Infrastructure Program (HIP)						
	High Priority Projects (HPP) and Demo						
INNOVATIVE FINANCE	Highway Safety Improvement Program (HSIP)		\$3,531	\$10,936			\$14,468
	National Highway Freight Program (NHFP)						
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)						
	Railway-Highway Crossings Program						
	Recreational Trails Program						
	SAFETEA-LU Safe Routes to School (SRTS)						
	Surface Transportation Block Grant Program (STBGP/RSTP)		\$15,108	\$17,109	\$17,397	\$17,690	\$67,304
	Tribal Transportation Program						
	Carbon Reduction Program (CRP)		\$1,313	\$1,716			\$3,029
	Promoting Resilient Operations for Transformative (PROTECT)						
REVENUE TOTAL	Other (see Appendix 5)		\$30,262				\$30,262
	Federal Highway Total		\$62,992	\$44,223	\$32,106	\$32,650	\$171,971
	Other Federal Railroad Administration (see Appendix 6)						
	Federal Railroad Administration Total						
	Federal Total		\$76,281	\$44,223	\$32,106	\$32,650	\$185,259
	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix 7)						
	Innovative Financing Total						
	REVENUE TOTAL		\$346,301	\$221,524	\$113,552	\$169,803	\$851,180

Financial Summary Notes:

¹ State Programs that include both state and federal funds.

Kern Council of Governments
2027 Federal Transportation Improvement Program
(\$'s in 1,000)

Appendix 7 - Innovative Other					
Innovative Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2027	FY 2028	FY 2029	FY 2030	
Innovative Other Total					

TABLE 2: PROGRAMMED

Kern Council of Governments
2027 Federal Transportation Improvement Program
(\$'s in 1,000)

Funding Source/Program		NOTES	4 YEAR (FTIP Period)				
			FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
LOCAL	Local Total		\$77,337	\$6,517	\$3,045	\$3,814	\$90,713
REGIONAL	Tolls						
	Bridge						
	Corridor						
	Regional Sales Tax						
	Other (See Appendix A)						
	Regional Total						
STATE	State Highway Operation and Protection Program (SHOPP) ¹		\$140,829	\$136,104	\$77,901	\$127,240	\$482,074
	SHOPP		\$132,922	\$136,104	\$77,901	\$127,240	\$474,167
	SHOPP Prior						
	State Minor Program		\$7,907				\$7,907
	State Transportation Improvement Program (STIP) ¹		\$500	\$28,900	\$500	\$6,100	\$36,000
	STIP		\$500	\$28,900	\$500	\$6,100	\$36,000
	STIP Prior						
	State Bond						
	Proposition 1A (High Speed Passenger Train Bond Program)						
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)						
	Active Transportation Program (ATP) ¹		\$10,346	\$5,421			\$15,767
	Highway Maintenance (HM) Program ¹						
	Highway Bridge Program (HBP) ¹		\$1,108	\$359			\$1,467
	Road Repair and Accountability Act of 2017 (SB1)		\$39,900				\$39,900
	Traffic Congestion Relief Program (TCRP)						
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)						
	Local Transportation Climate Adaptation Program (LTCAP) ¹						
	Other (See Appendix B)						
	State Total		\$192,683	\$170,784	\$78,401	\$133,340	\$575,208
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$11,410				\$11,410
	5309 - Fixed Guideway Capital Investment Grants						
	5309b - New and Small Starts (Capital Investment Grants)						
	5309c - Bus and Bus Related Grants						
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities						
	5311 - Formula Grants for Rural Areas						
	5311f - Intercity Bus						
	5337 - State of Good Repair Grants						
	5339 - Bus and Bus Facilities Formula Grants		\$1,878				\$1,878
	FTA Transfer from Prior FTIP						
	Other (See Appendix C)						
	Federal Transit Total		\$13,289				\$13,289
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$12,778	\$13,462	\$6,204	\$14,500	\$46,945
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)						
	Coordinated Border Infrastructure Program						
	Federal Lands Access Program						
	Federal Lands Transportation Program						
	GARVEE Bonds Debt Service Payments						
	Highway Infrastructure Program (HIP)						
	High Priority Projects (HPP) and Demo						
	Highway Safety Improvement Program (HSIP)		\$3,531	\$10,936			\$14,468
	National Highway Freight Program (NHFP)						
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)						
	Railway-Highway Crossings Program						
	Recreational Trails Program						
	SAFETEA-LU Safe Routes to School (SRTS)						
	Surface Transportation Block Grant Program (STBGP/RSTP)		\$15,103	\$16,220	\$15,225	\$14,562	\$61,110
	Tribal Transportation Program						
	Carbon Reduction Program (CRP)		\$1,313	\$1,674			\$2,987
	Promoting Resilient Operations for Transformative (PROTECT)		\$30,262				\$30,262
	Other (see Appendix D)						
	Federal Highway Total		\$62,987	\$42,293	\$21,430	\$29,062	\$155,771
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)						
	Federal Railroad Administration Total						
	Federal Total		\$76,275	\$42,293	\$21,430	\$29,062	\$169,060
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix F)						
	Innovative Financing Total						
PROGRAMMED TOTAL			\$346,295	\$219,594	\$102,875	\$166,216	\$834,981

Financial Summary Notes:
¹ State Programs that include both state and federal funds.

[illegible]

TABLE 3: REVENUE-PROGRAMMED

Kern Council of Governments
2027 Federal Transportation Improvement Program
(\$'s in 1,000)

Funding Source/Program		4 YEAR (FTIP Period)				
		FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
LOCAL	Local Total					
REGIONAL	Tolls					
	Bridge					
	Corridor					
	Regional Sales Tax					
	Other					
	Regional Total					
STATE	State Highway Operation and Protection Program (SHOPP) ¹					
	SHOPP					
	SHOPP Prior					
	State Minor Program					
	State Transportation Improvement Program (STIP) ¹					
	STIP					
	STIP Prior					
	State Bond					
	Proposition 1A (High Speed Passenger Train Bond Program)					
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)					
	Active Transportation Program (ATP) ¹					
	Highway Maintenance (HM) Program ¹					
	Highway Bridge Program (HBP) ¹					
	Road Repair and Accountability Act of 2017 (SB1)					
	Traffic Congestion Relief Program (TCRP)					
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)					
	Local Transportation Climate Adaptation Program (LTCAP) ¹					
	Other					
	State Total					
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants					
	5309 - Fixed Guideway Capital Investment Grants					
	5309b - New and Small Starts (Capital Investment Grants)					
	5309c - Bus and Bus Related Grants					
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities					
	5311 - Formula Grants for Rural Areas					
	5311f - Intercity Bus					
	5337 - State of Good Repair Grants					
	5339 - Bus and Bus Facilities Formula Grants					
	FTA Transfer from Prior FTIP					
	Other					
	Federal Transit Total					
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$0	\$999	\$8,504	\$459	\$9,963
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)					
	Coordinated Border Infrastructure Program					
	Federal Lands Access Program					
	Federal Lands Transportation Program					
	GARVEE Bonds Debt Service Payments					
	Highway Infrastructure Program (HIP)					
	High Priority Projects (HPP) and Demo					
	Highway Safety Improvement Program (HSIP)					
	National Highway Freight Program (NHFP)					
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)					
	Railway-Highway Crossings Program					
	Recreational Trails Program					
	SAFETEA-LU Safe Routes to School (SRTS)					
	Surface Transportation Block Grant Program (STBGP/RSTP)	\$5	\$888	\$2,172	\$3,128	\$6,194
	Tribal Transportation Program					
	Carbon Reduction Program (CRP)		\$43			\$43
	Promoting Resilient Operations for Transformative (PROTECT)					
	Other					
	Federal Highway Total	\$5	\$1,930	\$10,676	\$3,587	\$16,199
FEDERAL RAIL	Other Federal Railroad Administration					
	Federal Railroad Administration Total					
	Federal Total	\$5	\$1,930	\$10,676	\$3,587	\$16,199
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)					
	Other					
	Innovative Financing Total					
REVENUE - PROGRAMMED TOTAL		\$5	\$1,930	\$10,676	\$3,587	\$16,199

APPENDIX N: FHWA Federal Lands Highway Transportation Improvement Program

The attached listings are the approved Transportation Improvement Programs for the Federal Land Highway (FLH) program FY 26-29. These projects are included by reference in the 2027 FTIP. The link to the programming document is provided below, and the separate projects related to the Kern region are attached for reference.

<https://highways.dot.gov/federal-lands/planning/tip/cfl-transportation-improvement-program>

FHWA FEDERAL LANDS HIGHWAY (FLH) TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2026 to 2029

MPO	PROJECT NAME	PROGRAM YEAR	STATE	COUNTY	FLMA UNIT	PROJECT DESCRIPTION	PROJECT TYPE	PRIMARY FUND SOURCE	PROGRAM AMOUNT	FUNDS FROM TITLE	DELIVERED BY	PHASE	CONGRES-SIONAL DISTRICT	FLMA REGION
KCOG	CA FW BIT TRAIL(1) CONDOR DISCOVERY TRAIL AND PARKING	2028	CA	Kern	Bitter Creek NWR, Hopper Mountain Complex	Construct Condor Discovery Trail, Parking Lot, and interpretive kiosk for condor viewing at newly acquired Sweetwater Unit1	4R_New	FLTP - FWS	\$2,050,000	Title 23	CFL	In design	CA-20	FWS-8-CaNv
KCOG	CA FW BIT MULTI(1) BITTER CREEK NWR DISASTER SUPPLEMENTAL	2029	CA	Kern	Bitter Creek NWR	Ph1: Roads Master Planning Ph2: Design & Construction as determined by Ph1.	4R	Advances from Other Federal Agencies - Non-Military	\$22,000,000	Other	CFL	In design	CA-20	FWS-8-CaNv