Kern Council of Governments

September 30, 2026

Mr. Kien Le, Office Chief
California Department of Transportation
Office of Federal Programming and Data Management
Division of Financial Programming, MS82
P.O. Box 942873
Sacramento, CA 94273-0001

Attention: Ms. Jennifer Ashby-Camp

Subject: Submittal of the Kern Council of Governments' 2026 RTP/SCS, 2026 RTP/SCS Environmental Document, 2027 FTIP, and Corresponding Conformity Analysis

Dear Mr. Le:

In October 2026, the Kern COG Board of Directors is expected to approve the 2026 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), 2026 RTP Environmental Document, 2027 Federal Transportation Improvement Program (FTIP), and corresponding Conformity Analysis. The final documents meet all applicable transportation planning and conformity requirements per 23 CFR Part 450 and 40 CFR Part 93. The 2027 FTIP program listing is consistent with the 2026 RTP/SCS, the 2026 State Transportation Improvement Program, and the corresponding Conformity Analysis.

A 55-day public review and interagency consultation period for the RTP/SCS began May 8, 2026. A 45-day public review period for the EIR began May 18, 2026. A 30-day public review period for the FTIP and corresponding Air Quality Conformity Analysis document began June 1, 2026. The public review period for all documents concluded on July 2, 2026.

A public hearing on these documents was held at the City of Tehachapi Council meeting on June 1, 2026. Another public hearing was held at a regularly scheduled Kern COG Board meeting on June 18, 2026. The final documents were updated to address public comments received. The public participation process for the 2026 RTP/SCS, Environmental Document, 2027 FTIP, and corresponding Conformity Analysis is consistent with Kern COG Board adopted public participation plan.

The 2027 FTIP and the corresponding air quality conformity analysis have been submitted in CTIPS. Enclosed for your review are the updated Financial Plan and the Performance Measures Workbook.

The Final 2026 RTP/SCS and Environmental Document are available online on the Kern COG website at https://www.kerncog.org/category/docs/rtp/. The Final 2027 FTIP and Conformity Analysis are available online on the Kern COG website at https://www.kerncog.org/category/docs/ftip/.

Thank you for your continued partnership. If you have any questions regarding this document, please contact Ceasar Valle at (661) 635-2917 or cvalle@kerncog.org.

Sincerely,



JOHN SCHLOSSER, P.E.
EXECUTIVE DIRECTOR

JS/RP/CV

cc:

Dina El-Tawansy, Caltrans (electronic)
Jaime Espinoza, Caltrans (electronic)
Jennifer Ashby-Camp, Caltrans (electronic)
Elissa Konove, FHWA (electronic)
Ray Tellis, FTA (electronic)

Attachments:
Financial Plan
FTIP Performance Measures Workbook

ATTACHMENT 1

2027 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

https://www.kerncog.org/category/docs/ftip/

2027 Federal Transportation Improvement Program

Regional Adoption
September 17, 2026

Kern Council of Governments

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Kern Council of Governments
Board of Directors

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

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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

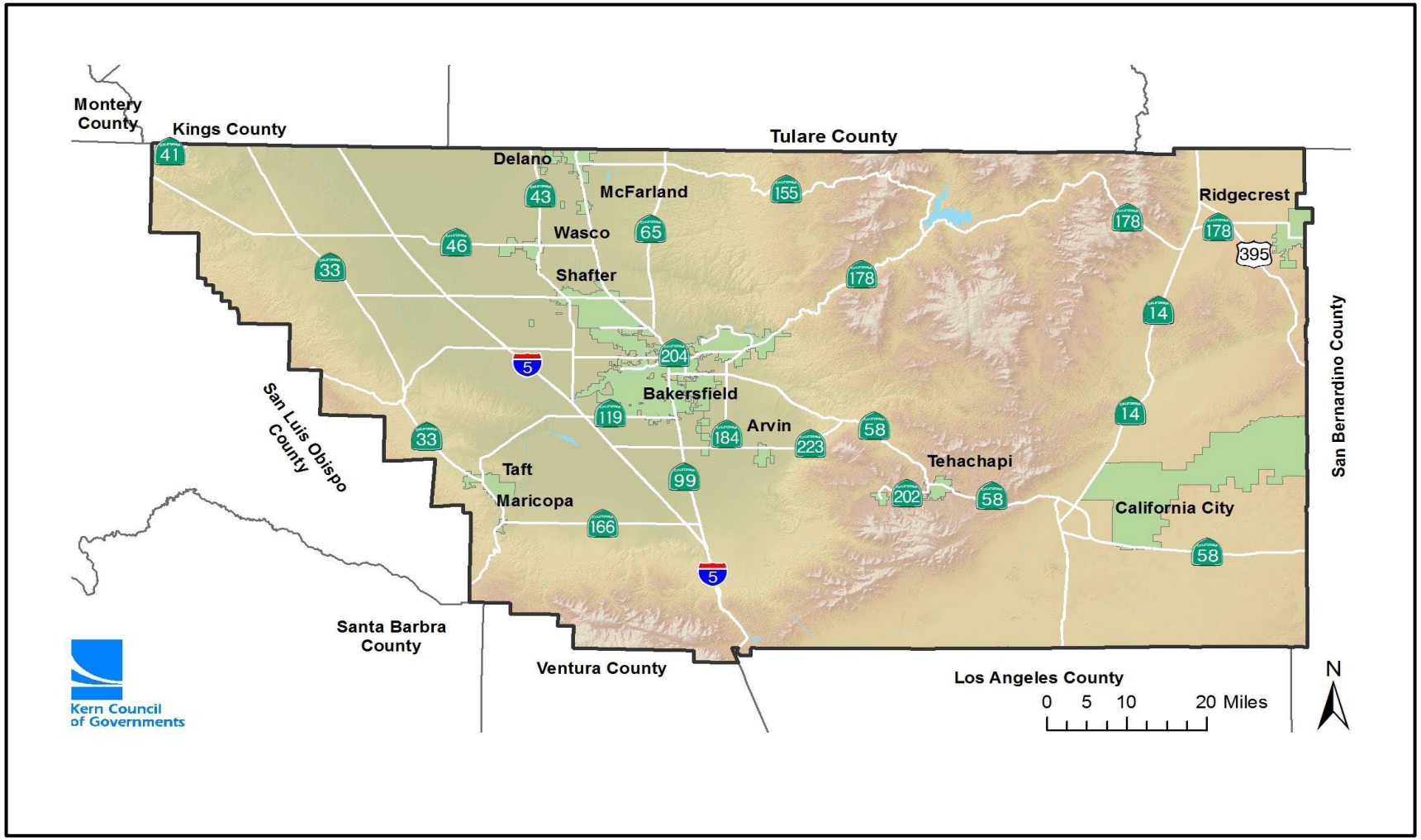


Figure 2

San Joaquin Valley Counties within the State of California



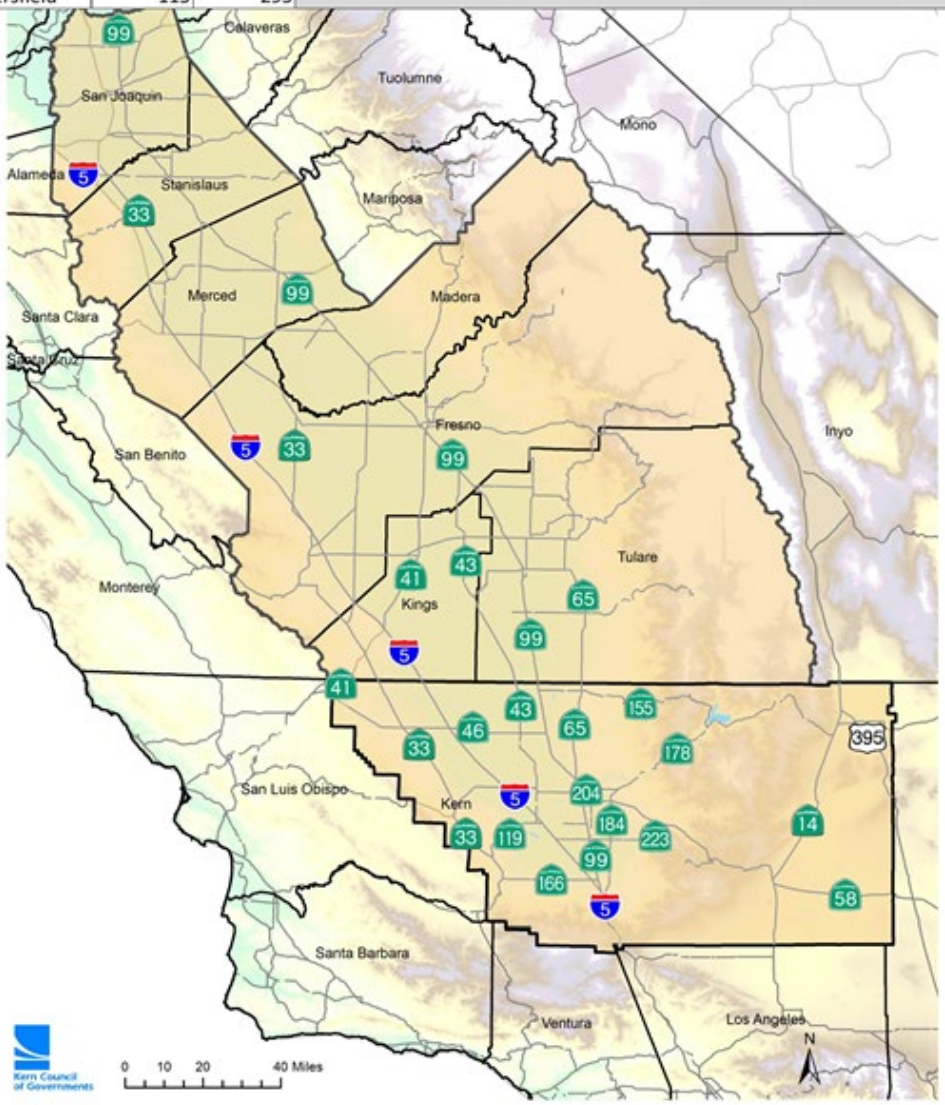
California and SJ Valley Counties Population January 1, 2025	
California	39,529,101
Fresno	1,037,053
Kern	923,961
Kings	154,015
Madera	162,599
Merced	293,080
San Joaquin	805,856
Stanislaus	555,765
Tulare	487,209
SJ Valley Total	4,419,538
SJ Valley % CA	11.2%

Source: California State Department of Finance,
Demographic Research Unit
Report E-1, January 2025

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.

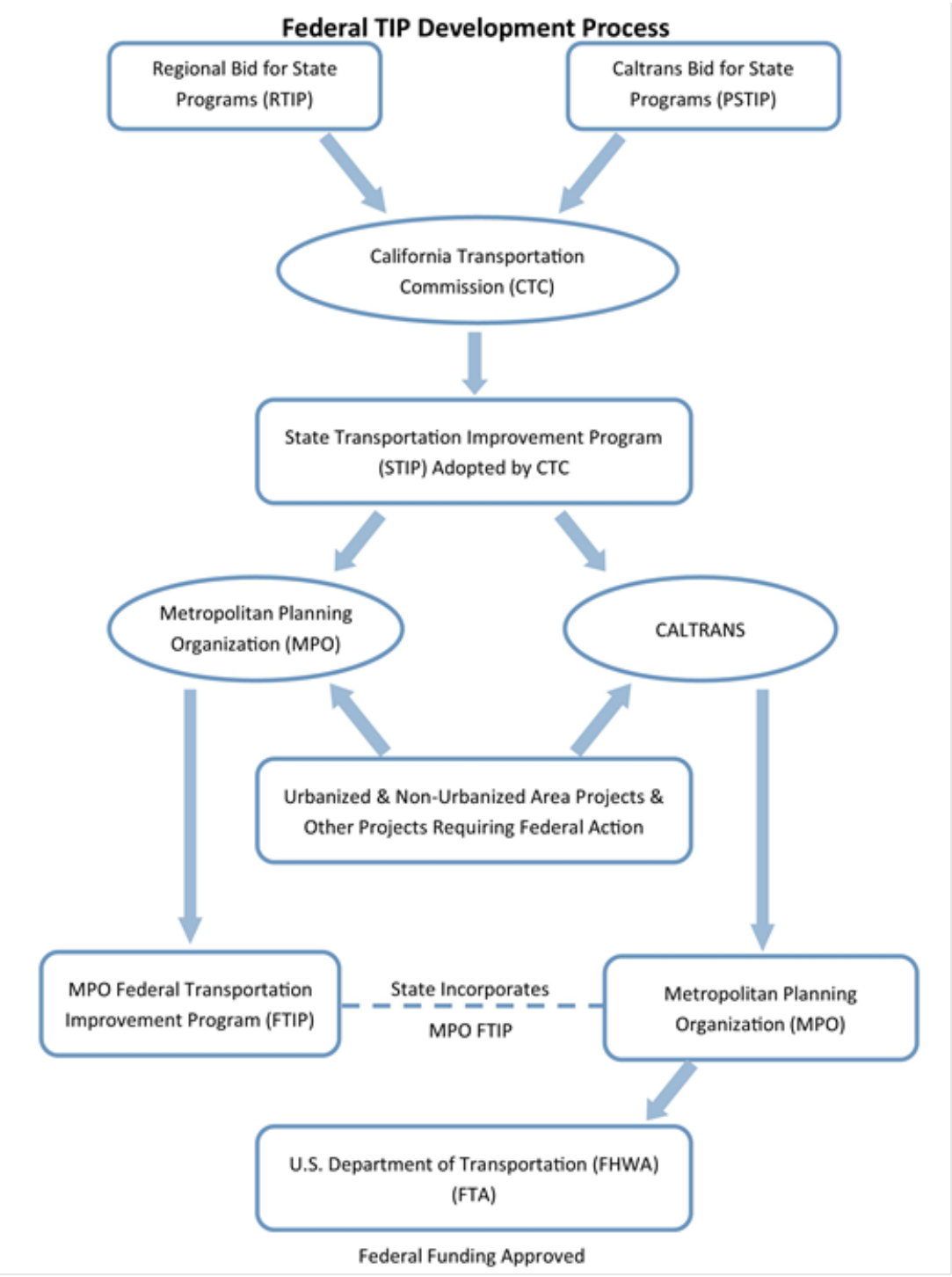
FTIP Presentation

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. <u>These projects are listed for information purposes only.</u>

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

AYES: B. Smith; M. Hawkins; M. Nunez; S. Ayon; S. Gorman; P. Smith; G. Reyna; C. Parlier; C. Parra; M. Warney; P. Vallejo; A. Williams

NOES:

ABSTAIN:

ABSENT: O. Calderon; C. Morse; P. Espinoza; D. Noerr; D. Couch

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

RECEIVED
AUG 13 2018
KERN COUNCIL
OF GOVERNMENTS

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 purpsoe 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 guidlelines and otherwise update the original MOU from 2017 in compliance with the Fedearl Transit Administration in each are 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 unicorporated areas; and

WHEREAS, DART is a public transportation provider that is eligible to apply for and receive Federal Transit Adminitration (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 Committtee (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 developmemt wtihin and through urbanized areas while minimizing transporation-related fuel consumption and air pollution; and

WHEREAS, Kern COG provides a forum wherin 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, coorperative 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 Urbnized 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 requirments.

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; captial 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 acitivities 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 descritpition 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 suport 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 trasnsportation 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. Assiting in securing funds to conduct public transporation-demand studies and in-depth analysis; and
c. Assisting DART in obtaining state and federal funding of projects cosnistent 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 TRansportaiton 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 Comission'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 Paln (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 recenlty adopted RTP.

4. State of Good Repair – Transit Asset Mangement (TAM): The Federal Transit Adminsitration 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 decsion 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 Teir 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 Metroplotian 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 establlish 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, inconsultation 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 adotped 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 aea;

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) n 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 inconsitent 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 recieves 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 from 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) represntative 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 revisoin 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 consitency 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 indivudal 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 activites 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 fedearal 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 shrtfalls, 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: Pursant 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 consnet 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:

Maibel 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 RACHEL RUHMAN CITY ATTORNEY
City of Delano

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.

(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 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, 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 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 Saftey 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 practible, 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.

(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 facilties, 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. Exiting 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 byother 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 from 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-ofici non-voting members consisting of the Executive Officer of the Local Agency Formation Commission (LAFCO) and the President/CEO of the Kern Economic Development Coroporation (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 existingtransportation infrastructure to natural disasters. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projectedcongestion 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 thespecific 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 Saftey 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 practible, 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 facilties, 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 nd 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

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

Kern Council of Governments

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 Bakersfield
Bob Smith

City of California City
Marquette Hawkins

City of Delano
Salvador Solorio-Ruiz

City of Maricopa
Cory Morse

City of McFarland
Saul Ayon

City of Ridgecrest
John (Skip) Gorman

City of Shafter
Pete Espinoza

City of Taft
Dave Noerr

City of Tehachapi
Philip A. Smith

City of Wasco
Gilberto Reyna

County of Kern
David Couch

County of Kern
Chris Parlier

Ex-officio Members

Military Joint Planning Policy Board
Malcolm Warney

Golden Empire Transit District
Cindy Parra

Caltrans District 6
Shane Gunn

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	NCIIPL	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 LANEAND 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 TWISSLEMAN 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 REHABLILITATION (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-FEET 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 KELSO 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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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 Bakersfield
Zack Scrivner

City of California City
Nicholas Lessenevitch

City of Delano
Sam Ramirez

City of Maricopa
Gary Mock

City of McFarland
Ken Rosson

City of Ridgecrest
Steve Morgan

City of Shafter
Fran Florez

City of Taft
Cliff Thompson

City of Tehachapi
Philip A. Smith

City of Wasco
Cherylee Wegman

County of Kern
Jon McQuiston

County of Kern
Michael J. Rubio

Military Joint Planning Policy Board
Jason Warren

Golden Empire Transit
Howard Silver

San Joaquin Valley Unified Air Pollution Control District
Vacant

Caltrans
Sharri Ehlert

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

In the Matter of:	)	**RESOLUTION ADOPTING THE LOCAL COST-EFFECTIVENESS CONGESTION MITIGATION AND AIR QUALITY (CMAQ) POLICY**
CONGESTION MITIGATION AND AIR QUALITY PROGRAM	)	

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

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.

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.*

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

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

- 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) scale[iii]

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

- 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

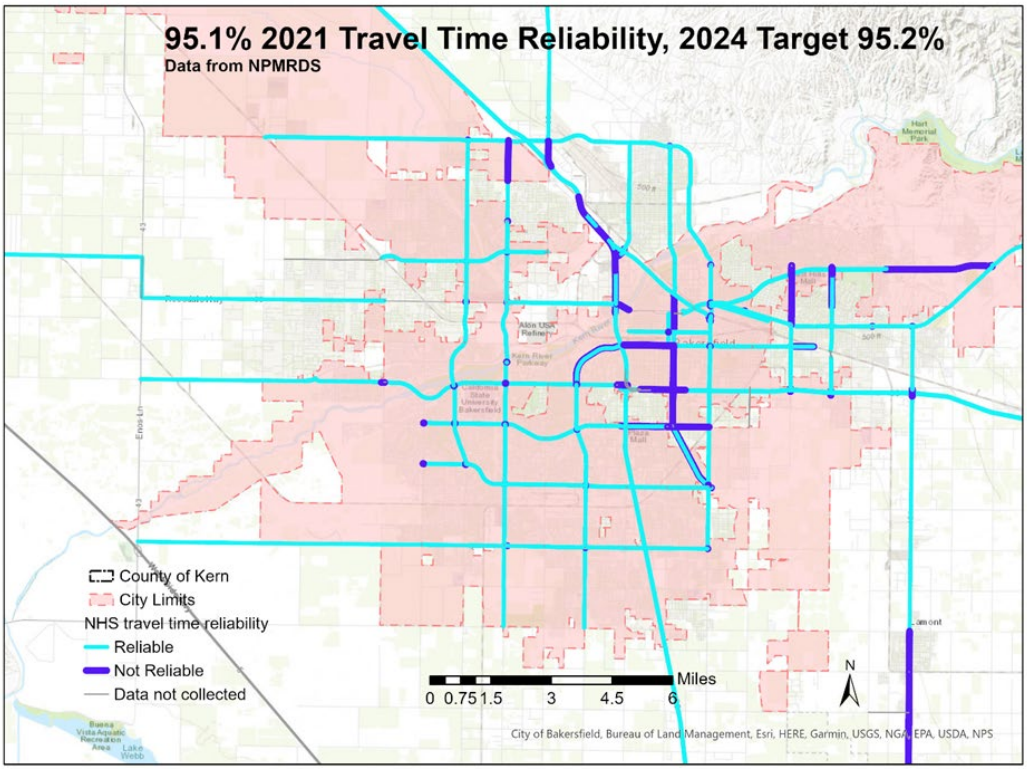
Many of the projects programmed in the FTIP serve to improve NHS performance, interstate freight movement, and CMAQ Improvement Program performance.

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

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 *% of revenue vehicles > ULB*	Cutaway bus	27%
	Mini-van	50%
	Trolleybus	100%
Equipment *% of non-revenue vehicles > ULB*	Non-Revenue/Service Automobile	100%
	Custom 1	5%
	Custom 2	90%
Facilities *% of facilities < TERM scale 3*	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 *% of revenue vehicles > ULB*	Equipment *% of non-revenue vehicles > ULB*	Facilities *% of facilities < TERM scale 3*	Infrastructure *% of track segments with restrictions*
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

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

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://savecaliforniastreets.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.

July 14, 2010

Ronald E. Brummett — Date
Executive Director
Kern Council of Governments

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

Kern Council of Governments
1401 19th Street, Suite 300, Bakersfield, California 93301 (661) 861-2191 Facsimile (661) 324-8215 TTY (661) 832-7433 www.kerncog.org

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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06	3525	48450	204-0000-0191	HAGEMAN FLYOVER (IN BAKERSFIELD: EXTEND HAGEMAN ROAD EASTERLY ACROSS STATE ROUTE 99 AND CONNECT WITH STATE ROUTE 204)	State Aprv:
CT PROJECT ID:			MPO ID.: KER020604		Federal Aprv:
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)*

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 -
* Fund Source 1 of 3
* Fund Type: City Funds
* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW	3,472,000								3,472,000
CON		55,000,000							55,000,000
Total:	3,472,000	55,000,000							58,472,000

* RIP -
* Fund Source 2 of 3
* Fund Type: COVID Relief Funds - STIP
* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW	2,686,000								2,686,000
CON									
Total:	2,686,000								2,686,000

* Other Fed -
* Fund Source 3 of 3
* Fund Type: Coronavirus Response and Relief Supplemental Appro
* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW	2,565,000								2,565,000
CON									
Total:	2,565,000								2,565,000

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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

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 NCIIP PE prior year; delete $881,606 Local RW prior year; delete $2,945,393 NCIIP 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 NCIIP & $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 NCIIP $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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-0391	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))	State Aprv:
CT PROJECT ID:			MPO ID.: KER050104		Federal Aprv:
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)*

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 -
* Fund Source 1 of 7
* Fund Type: NATIONAL CORRIDOR INFRASTRUCTURE IMPROVEMENT PROGRA
* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE	61,519,242								61,519,242
RW	7,020,000								7,020,000
CON	85,606,194								85,606,194
Total:	154,145,436								154,145,436

* Local Funds -
* Fund Source 2 of 7
* Fund Type: City Funds
* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE	7,970,470								7,970,470
RW									
CON	115,811,047								115,811,047
Total:	123,781,517								123,781,517

* Other Fed -
* Fund Source 3 of 7
* Fund Type: PROJECTS OF NATIONAL AND REGIONAL SIGNIFICANCE
* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW									
CON	19,602,578								19,602,578
Total:	19,602,578								19,602,578

* Federal Disc. -
* Fund Source 4 of 7
* Fund Type: Earmark Repurposing
* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW									
CON	64,593								64,593
Total:	64,593								64,593

* SHOPP - Mobility -
* Fund Source 5 of 7
* Fund Type: SHOPP Advance Construction (AC)
* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW									
CON	30,960,000								30,960,000
Total:	30,960,000								30,960,000

* State SB1 -
* Fund Source 6 of 7
* Fund Type: Road Repair and Accountability Act of 2017
* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW									
CON	25,000,000								25,000,000
Total:	25,000,000								25,000,000

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

* Federal Disc. -

* Fund Source 7 of 7

* Fund Type: Infrastructure For Rebuilding America (INFRA)Grant

* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW									
CON	50,000,000								50,000,000
Total:	50,000,000								50,000,000

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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

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 NCIIP 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 NCIIP from FY 12/13; move RW to FY13/14 &add $18,232,000 local to FY13/14; move CON $44,265,000 NCIIP from FY13/14 to FY14/15; delete CON $26,460,000 PNRS in FY13/14; move CON $29,276,870 NCIIP from FY14/15 to FY15/16; add $102,793,870 NCIIP to CON FY15/16; delete CON $46,258,000 PNRS; move CON $190,748,520 local from FY14/15 to FY 15/16 &delete CON $35,468,870 local FY 14/15

******** Version 7 - 07/15/2010 ********
Changed description; moved RW to FY 12/13; add $73,889,610 NCIIP 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 NCIIP PE, $4,347,130 local PE, $159,354,000 NCIIP 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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06	3705B	48460	204-0000-0889	AB3090 REIMBURSEMENT (AB3090 REIMBURSEMENT PROJECT)	State Aprv:
CT PROJECT ID:			MPO ID.: KER180102		Federal Aprv:
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)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	03/16/2026	CVALLE	Adoption - Carry Over	0	63,211,000		

* RIP -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 1	PE									
	RW									
* Fund Type: STIP Advance Construction	CON	63,211,000								63,211,000
* Funding Agency:	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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06	8042B	45712	104-0000-0336	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))	State Aprv:
CT PROJECT ID:			MPO ID.:		Federal Aprv:
0612000197			KER120105		
COUNTY:	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY
Kern County	14		53.000 / 58.300		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			3,701,000

* RIP - Regional Improvement Program
* Fund Source 1 of 3
* Fund Type: STIP Advance Construction
* Funding Agency: Kern Council of Governments

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE	1,960,000								1,960,000
RW									
CON									
Total:	1,960,000								1,960,000

* RIP - Regional Improvement Program
* Fund Source 2 of 3
* Fund Type: STIP Advance Construction
* Funding Agency: Mono County Local Transportation Commission

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE	260,000								260,000
RW									
CON									
Total:	260,000								260,000

* IIP - Interregional Improvement Program
* Fund Source 3 of 3
* Fund Type: STIP Advance Construction
* Funding Agency: Caltrans

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE	1,481,000								1,481,000
RW									
CON									
Total:	1,481,000								1,481,000

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE	3,701,000								3,701,000
RW									
CON									
Total:	3,701,000								3,701,000

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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06	3386C	44254	104-0000-0338	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))	State Aprv:
CT PROJECT ID:			MPO ID.:		Federal Aprv:
0612000175			KER120106		
COUNTY:	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY
Kern County	46		30.500 / 33.500		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	28,960,000	10,792,000	4,430,000

* Demo - High Priority Project / Demonstration Projects
* Fund Source 1 of 4
* Fund Type: Demonstration-State TEA21
* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE	3,050,000								3,050,000
RW	8,392,000								8,392,000
CON	2,159,000								2,159,000
Total:	13,601,000								13,601,000

* RIP -
* Fund Source 2 of 4
* Fund Type: STIP Advance Construction
* Funding Agency: Kern Council of Governments

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE	980,000								980,000
RW	1,200,000								1,200,000
CON	3,942,000								3,942,000
Total:	6,122,000								6,122,000

* IIP -
* Fund Source 3 of 4
* Fund Type: STIP Advance Construction
* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE	400,000								400,000
RW									
CON									
Total:	400,000								400,000

* TCRP (Committed) -
* Fund Source 4 of 4
* Fund Type: Traffic Congestion Relief Fund
* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW	1,200,000								1,200,000
CON	22,859,000								22,859,000
Total:	24,059,000								24,059,000

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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

Comments:
******** Version 1 - 01/29/26 ********
Project data transfered 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 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: Project Completion Pending
Total Project Cost: ---
******** Version 1 - 08/17/20 ********
Project data transfered 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 transfered 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 transfered 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 transfered 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 transfered 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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06	3386D	44255	104-0000-0356	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))	State Aprv:
CT PROJECT ID:			MPO ID.: KER120108		Federal Aprv:
COUNTY:	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY
Kern County	46		29.700 / 31.900		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 -
* Fund Source 1 of 3
* Fund Type: High Priority Projects Program
* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE	5,500,000								5,500,000
RW	6,500,000								6,500,000
CON	5,003,000								5,003,000
Total:	17,003,000								17,003,000

* RIP -
* Fund Source 2 of 3
* Fund Type: STIP Advance Construction
* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW	1,300,000								1,300,000
CON	4,700,000								4,700,000
Total:	6,000,000								6,000,000

* Federal Disc. -
* Fund Source 3 of 3
* Fund Type: BUILD-TIGER Discretionary Grants
* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW									
CON	17,500,000								17,500,000
Total:	17,500,000								17,500,000

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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

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: Project Completion Pending
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: Project Completion Pending
Total Project Cost: ---
******** Version 1 - 08/17/20 ********
Project data transfered 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 transfered 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 transfered from 2014 FTIP.
Move CON from FY 19/20 to FY 21/22
******** Version 1 - 06/25/14 ********
Project data transfered from 2012 FTIP.
Move CON from FY 17/18 to FY 19/20

******** Version 1 - 05/09/12 ********
Project data transfered 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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06	3386E	44256	204-0000-0924	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))	State Aprv:
CT PROJECT ID:			MPO ID.: KER200101		Federal Aprv:
COUNTY:	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY
Kern County	46		26.400 / 30.000		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	07/24/2026	CVALLE	Adoption - Carry Over	0	32,600,000	3,685,000	2,100,000

* RIP -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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

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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-0983	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)	State Aprv:
CT PROJECT ID:			MPO ID.: KER230102		Federal Aprv:
COUNTY: Various Counties	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY
					Truck climbing lanes.

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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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. -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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

* Future Need -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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 transfered from 2024 FTIP.

RTP Reference: 2026 RTP p.6-7
Prior Yr Status:
Total Project Cost: ---
******** Version 1 - 04/24/2024********
Project data transfered 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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-0927	PPM (PLANNING, PROGRAMMING, AND MONITORING)	State Aprv:
CT PROJECT ID:			MPO ID.: KER210101		Federal Aprv:
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY
					Non construction related activities.

IMPLEMENTING AGENCY: Kern Council of Governments
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	04/10/2026	CVALLE	Adoption - Carry Over	0	2,500,000		

* RIP -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 1	PE									
	RW									
* Fund Type: STIP Advance Construction	CON		500,000	500,000	500,000	500,000	500,000			2,500,000
* Funding Agency:	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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-0706	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)	State Aprv:
CT PROJECT ID:			MPO ID.: KER130103		Federal Aprv:
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)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0			877,127

* Other Fed -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 3	PE	399,932								399,932
* Fund Type: FFY 2010 Appropriations Earmarks	RW									
	CON									
* Funding Agency:	Total:	399,932								399,932

* Local Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 3	PE	127,546								127,546
* Fund Type: Developer Fees	RW									
	CON									
* Funding Agency:	Total:	127,546								127,546

* RSTP -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 3 of 3	PE	349,649								349,649
* Fund Type: STP Local	RW									
	CON									
* Funding Agency:	Total:	349,649								349,649

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	PE	877,127								877,127
	RW									
	CON									
	Total:	877,127								877,127

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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-0936	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))	State Aprv:
CT PROJECT ID:			MPO ID.: KER210102		Federal Aprv:
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY
					Engineering studies.

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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 3	PE									
	RW									
* Fund Type: COVID Relief Funds - STIP	CON	2,272,000								2,272,000
* Funding Agency:	Total:	2,272,000								2,272,000

* Other Fed -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 3	PE									
	RW									
* Fund Type: Coronavirus Response and Relief Supplemental Appro	CON	928,000								928,000
* Funding Agency:	Total:	928,000								928,000

* IIP Prior -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 3 of 3	PE	10,300,000								10,300,000
	RW									
* Fund Type: STIP Advance Construction	CON									
* Funding Agency:	Total:	10,300,000								10,300,000

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	PE	10,300,000								10,300,000
	RW									
	CON	3,200,000								3,200,000
	Total:	13,500,000								13,500,000

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:
CT PROJECT ID:			MPO ID.: KER220101		State Aprv:
COUNTY: Kern County	ROUTE:		PM:		Federal Aprv:
					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)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	07/09/2026	CVALLE	Adoption - Carry Over	0	113,430,000		

* Other State -
* Fund Source 1 of 2
* Fund Type: Cap-and-Trade Program
* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW									
CON	89,430,000								89,430,000
Total:	89,430,000								89,430,000

* Federal Disc. -
* Fund Source 2 of 2
* Fund Type: BUILD-TIGER Discretionary Grants
* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW									
CON	24,000,000								24,000,000
Total:	24,000,000								24,000,000

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-0980	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))	State Aprv:
CT PROJECT ID:			MPO ID.: KER230101		Federal Aprv:
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 -
* Fund Source 1 of 5
* Fund Type: STIP Advance Construction
* Funding Agency: Kern Council of Governments

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW									
CON	32,520,000		25,000,000						57,520,000
Total:	32,520,000		25,000,000						57,520,000

* Local Funds -
* Fund Source 2 of 5
* Fund Type: City Funds
* Funding Agency: Bakersfield, City of

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW									
CON	3,406,422								3,406,422
Total:	3,406,422								3,406,422

* State SB1 -
* Fund Source 3 of 5
* Fund Type: Road Repair and Accountability Act of 2017
* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW									
CON	9,380,000	39,900,000							49,280,000
Total:	9,380,000	39,900,000							49,280,000

* Other Fed -
* Fund Source 4 of 5
* Fund Type: 2025 DISTRIBUTION OF TIFIA_STBG
* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW									
CON	1,195,141								1,195,141
Total:	1,195,141								1,195,141

* Federal Disc. -
* Fund Source 5 of 5
* Fund Type: Community Project Funding/Congressionally Directed
* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW									
CON		3,000,000							3,000,000
Total:		3,000,000							3,000,000

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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

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:
CT PROJECT ID:			MPO ID.: KER210202		State Aprv:
COUNTY: Kern County	ROUTE:		PM:		Federal Aprv:
					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)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	07/09/2026	CVALLE	Adoption - Carry Over	0	99,714,000		

* SHOPP - Collision Reduction -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 1	PE									
	RW									
* Fund Type: SHOPP Advance Construction (AC)	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 transfered 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 transfered 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 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 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:
CT PROJECT ID:			MPO ID.: KER210205		State Aprv:
COUNTY: Kern County	ROUTE:		PM:		Federal Aprv:
					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)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	09/09/2026	CVALLE	Adoption - Carry Over	0	1,107,212,000		

* SHOPP - Roadway Preservation -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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

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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	
06			204-0000-0934	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)	
CT PROJECT ID:			MPO ID.: KER210207		MPO Aprv:
COUNTY: Kern County	ROUTE:		PM:		State Aprv:
					Federal Aprv:
					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)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	08/17/2026	CVALLE	Adoption - Carry Over	0	14,528,000		

		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* CT Minor Pgm. -										
* Fund Source 1 of 1	PE									
	RW									
* Fund Type: SHOPP Advance Construction (AC)	CON	6,621,000	7,907,000							14,528,000
* Funding Agency:	Total:	6,621,000	7,907,000							14,528,000

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:
CT PROJECT ID:			MPO ID.: KER220201		State Aprv:
					Federal Aprv:
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY
					Fencing.

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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 1	PE									
	RW									
* Fund Type: SHOPP Advance Construction (AC)	CON	13,460,000								13,460,000
* Funding Agency:	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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-0967	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.)	State Aprv:
CT PROJECT ID:			MPO ID.: KER220202		Federal Aprv:
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)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	07/24/2026	CVALLE	Adoption - Carry Over	0	9,677,000	161,000	2,135,000

* SHOPP - Facilities -

* Fund Source 1 of 1

* Fund Type: SHOPP Advance Construction (AC)

* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE	2,135,000								2,135,000
RW	150,000	11,000							161,000
CON		9,677,000							9,677,000
Total:	2,285,000	9,688,000							11,973,000

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 - 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:
CT PROJECT ID:			MPO ID.: KER250201		State Aprv:
COUNTY: Kern County	ROUTE:		PM:		Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY
					Damage repair caused by unusual disasters.

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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 1	PE									
	RW									
* Fund Type: SHOPP Advance Construction (AC)	CON	11,260,000								11,260,000
* Funding Agency:	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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-0418	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))	State Aprv:
CT PROJECT ID:			MPO ID.: KER060601		Federal Aprv:
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)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	09/09/2026	CVALLE	Adoption - Carry Over	0	21,166,557		

* Local HBRR -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 3	PE									
	RW									
* Fund Type: Highway Bridge Program	CON	17,094,518	1,108,037	358,665						18,561,220
* Funding Agency:	Total:	17,094,518	1,108,037	358,665						18,561,220

* Local Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 3	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	2,218,436	242,463	84,335						2,545,234
* Funding Agency:	Total:	2,218,436	242,463	84,335						2,545,234

* State Bond -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 3 of 3	PE									
	RW									
* Fund Type: Local Bridge Seismic Retrofit Account	CON	60,103								60,103
* Funding Agency:	Total:	60,103								60,103

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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

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 4/2/14 HBP listing; add $7,499,800 HBP & $596,440 LSSRP & $368,760 local to FY 17/18

******** Version 1 - 06/25/14 ********
Project data transfered 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 transfered 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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	
06			204-0000-0710	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:
CT PROJECT ID:			MPO ID.: KER140601		State Aprv:
COUNTY: Kern County	ROUTE:		PM:		Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY
					Safety Improvement Program.

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	18,782,600		

* Other Fed -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Highway Safety Improvement Program	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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Local Transportation Funds	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:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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

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:
CT PROJECT ID:			MPO ID.: KER260402		State Aprv:
COUNTY: Kern County	ROUTE:		PM:		Federal Aprv:
					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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 2	PE		113,406							113,406
	RW									
* Fund Type: STP Local	CON			639,709	40,732					680,441
* Funding Agency:	Total:		113,406	639,709	40,732					793,847

* Local Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 2	PE		14,694							14,694
	RW									
* Fund Type: Local Transportation Funds	CON			72,503	15,657					88,160
* Funding Agency:	Total:		14,694	72,503	15,657					102,854

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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 CT PROJECT ID: MPO ID.: KER260403 COUNTY: Kern County ROUTE: PM:	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: 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	790,920		131,819

* RSTP -
* Fund Source 1 of 2
* Fund Type: STP Local
* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW									
CON				700,201					700,201
Total:				700,201					700,201

* Local Funds -
* Fund Source 2 of 2
* Fund Type: Local Transportation Funds
* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE		131,819							131,819
RW									
CON				90,719					90,719
Total:		131,819		90,719					222,538

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-1038	REGIONAL TRAFFIC COUNT PROGRAM (IN KERN COUNTY: REGIONAL TRAFFIC COUNT PROGRAM)	State Aprv:
CT PROJECT ID:			MPO ID.: KER260401		Federal Aprv:
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY
					Non construction related activities.

IMPLEMENTING AGENCY: Kern Council of Governments
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	180,000		

* RSTP -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-0913	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))	State Aprv:
CT PROJECT ID:			MPO ID.: KER200403		Federal Aprv:
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Engineering studies.

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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-1041	DOWNING AVE (KERN COUNTY/UNINCORPORATED BAKERSFIELD: DOWNING AVE FROM BAKERSFIELD CITY LIMITS TO FRUITVALE AVE; 0.9-MILES OF ROAD RECONSTRUCTION)	State Aprv:
CT PROJECT ID:			MPO ID.: KER260404		Federal Aprv:
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	4,066,645		

* RSTP -

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW									
CON			3,600,200						3,600,200
Total:			3,600,200						3,600,200

* Fund Source 1 of 2
* Fund Type: STP Local
* Funding Agency:

* Local Funds -

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW									
CON			466,445						466,445
Total:			466,445						466,445

* Fund Source 2 of 2
* Fund Type: Local Transportation Funds
* Funding Agency:

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-1042	7TH STANDARD RD (KERN COUNTY/UNINCORPORATED BAKERSFIELD: 7TH STANDARD RD FROM I-5 TO SR 43; 14.5 MILES OF ROAD RECONSTRUCTION.)	State Aprv:
CT PROJECT ID:			MPO ID.: KER260405		Federal Aprv:
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	05/21/2026	CVALLE	Adoption - Carry Over	0	15,000,000		

* RSTP -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: STP Local	CON					13,279,500				13,279,500
* Funding Agency:	Total:					13,279,500				13,279,500

* Local Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Local Transportation Funds	CON					1,720,500				1,720,500
* Funding Agency:	Total:					1,720,500				1,720,500

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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: ---

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

DIST:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-1043	MORNING DR (KERN COUNTY/UNINCORPORATED BAKERSFIELD: MORNING DR FROM NILES ST TO BAKERSFIELD CITY LIMITS); 0.24 MILES OF ROAD RECONSTRUCTION.)	State Aprv:
CT PROJECT ID:			MPO ID.: KER260406		Federal Aprv:
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	1,918,453		

* RSTP -

		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: STP Local	CON				1,698,406					1,698,406
* Funding Agency:	Total:				1,698,406					1,698,406

* Local Funds -

		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Local Transportation Funds	CON				220,047					220,047
* Funding Agency:	Total:				220,047					220,047

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-0960	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)	State Aprv:
CT PROJECT ID:			MPO ID.: KER220403		Federal Aprv:
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY
					Safety Improvement 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	391,507		55,800

* RSTP -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 2	PE	49,399								49,399
	RW									
* Fund Type: STP Local	CON	346,601								346,601
* Funding Agency:	Total:	396,000								396,000

* Local Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 2	PE	6,401								6,401
	RW									
* Fund Type: Local Transportation Funds	CON	44,906								44,906
* Funding Agency:	Total:	51,307								51,307

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
09			204-0000-1008	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)	State Aprv:
CT PROJECT ID:			MPO ID.: KER240403		Federal Aprv:
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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: STP Local	CON	1,671,130								1,671,130
* Funding Agency:	Total:	1,671,130								1,671,130

* Local Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	216,513								216,513
* Funding Agency:	Total:	216,513								216,513

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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: ---

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

DIST:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-1044	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)	State Aprv:
CT PROJECT ID:			MPO ID.: KER260407		Federal Aprv:
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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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 CT PROJECT ID: MPO ID.: KER260408 COUNTY: Kern County ROUTE: PM:	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: 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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: STP Local	CON				1,633,312					1,633,312
* Funding Agency:	Total:				1,633,312					1,633,312

* Local Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 2	PE		117,404							117,404
	RW									
* Fund Type: Local Transportation Funds	CON				211,613					211,613
* Funding Agency:	Total:		117,404		211,613					329,017

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-1009	LERDO HWY (IN SHAFTER: LERDO HWY FROM S VALLEY ST TO S SCHNAIDT ST; RECONSTRUCTION)	State Aprv:
CT PROJECT ID:			MPO ID.: KER240404		Federal Aprv:
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)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	847,000		

* RSTP -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: STP Local	CON	749,849								749,849
* Funding Agency:	Total:	749,849								749,849

* Local Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	97,151								97,151
* Funding Agency:	Total:	97,151								97,151

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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 CT PROJECT ID: MPO ID.: KER240405 COUNTY: Kern County ROUTE: PM:	TITLE (DESCRIPTION): ZERKER RD (IN SHAFTER: ZERKER RD FROM 500 SOUTH OF NEW KAPITTEL RD TO GMC ROOFING; RECONSTRUCTION)	MPO Aprv: State Aprv: Federal Aprv: 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)*

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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: STP Local	CON	646,269								646,269
* Funding Agency:	Total:	646,269								646,269

* Local Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	83,731								83,731
* Funding Agency:	Total:	83,731								83,731

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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
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	1,061,000		

* RSTP -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: STP Local	CON				761,000					761,000
* Funding Agency:	Total:				761,000					761,000

* Local Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Local Transportation Funds	CON				300,000					300,000
* Funding Agency:	Total:				300,000					300,000

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-0855	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)	State Aprv:
CT PROJECT ID:			MPO ID.: KER180403		Federal Aprv:
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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	PE									
	RW									
	CON	4,571,379		3,400,000						7,971,379
	Total:	4,571,379		3,400,000						7,971,379

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 CT PROJECT ID: MPO ID.: KER260410 COUNTY: Kern County ROUTE: PM:	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.

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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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
CT PROJECT ID:			MPO ID.: KER260502
COUNTY: Kern County	ROUTE:		PM:

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:

EPA TABLE II or III EXEMPT CATEGORY
Shoulder Improvements.

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	565,245		94,207

* CMAQ -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Congestion Mitigation	CON					500,411				500,411
* Funding Agency:	Total:					500,411				500,411

* Local Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 2	PE		94,207							94,207
	RW									
* Fund Type: Local Transportation Funds	CON					64,834				64,834
* Funding Agency:	Total:		94,207			64,834				159,041

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-1050	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)	State Aprv:
CT PROJECT ID:			MPO ID.: KER260503		Federal Aprv:
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY
					Shoulder Improvements.

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	367,236		61,206

* CMAQ -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Congestion Mitigation	CON					325,114				325,114
* Funding Agency:	Total:					325,114				325,114

* Local Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 2	PE		61,206							61,206
	RW									
* Fund Type: Local Transportation Funds	CON					42,122				42,122
* Funding Agency:	Total:		61,206			42,122				103,328

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-1016	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)	State Aprv:
CT PROJECT ID:			MPO ID.: KER240505		Federal Aprv:
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)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	2,490,919		

* CMAQ -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Congestion Mitigation	CON	2,205,210								2,205,210
* Funding Agency:	Total:	2,205,210								2,205,210

* Local Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	285,709								285,709
* Funding Agency:	Total:	285,709								285,709

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	
06			204-0000-1051	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:
CT PROJECT ID:			MPO ID.: KER260504		State Aprv:
					Federal Aprv:
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)*

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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	PE									
	RW									
	CON		5,118,956							5,118,956
	Total:		5,118,956							5,118,956

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: 204-0000-1048	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
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	791,026		

* CMAQ -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Congestion Mitigation	CON		341,308	358,986						700,294
* Funding Agency:	Total:		341,308	358,986						700,294

* Local Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Local Transportation Funds	CON		44,221	46,511						90,732
* Funding Agency:	Total:		44,221	46,511						90,732

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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:
CT PROJECT ID:			MPO ID.: KER260505		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	497,230	49,000	124,308

* CMAQ -
* Fund Source 1 of 2
* Fund Type: Congestion Mitigation
* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW									
CON				440,197					440,197
Total:				440,197					440,197

* Local Funds -
* Fund Source 2 of 2
* Fund Type: Local Transportation Funds
* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE		124,308							124,308
RW		49,000							49,000
CON				57,033					57,033
Total:		173,308		57,033					230,341

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-1056	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)	State Aprv:
CT PROJECT ID:			MPO ID.: KER260509		Federal Aprv:
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY
					Shoulder Improvements.

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	571,725	250,000	113,000

* CMAQ -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Congestion Mitigation	CON					506,148				506,148
* Funding Agency:	Total:					506,148				506,148

* Local Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 2	PE		113,000							113,000
	RW		250,000							250,000
* Fund Type: Local Transportation Funds	CON					65,577				65,577
* Funding Agency:	Total:		363,000			65,577				428,577

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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:
CT PROJECT ID:			MPO ID.: KER180507		State Aprv:
COUNTY: Kern County	ROUTE:	PM:			Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY
					Safety Improvement Program.

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	14,775,060		

* CMAQ -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 3	PE									
	RW									
* Fund Type: Congestion Mitigation	CON	9,895,339								9,895,339
* Funding Agency:	Total:	9,895,339								9,895,339

* Local Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 3	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	1,738,969								1,738,969
* Funding Agency:	Total:	1,738,969								1,738,969

* Other Fed -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 3 of 3	PE									
	RW									
* Fund Type: Carbon Reduction Program (CRP)	CON	3,140,752								3,140,752
* Funding Agency:	Total:	3,140,752								3,140,752

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	PE									
	RW									
	CON	14,775,060								14,775,060
	Total:	14,775,060								14,775,060

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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-0921	GROUPED PROJECTS FOR INTERSECTION CHANNELIZATION (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.127 TABLE 3 EXEMPT PROJECTS CATEGORIES -INTERSECTION CHANNELIZATION PROJECTS)	State Aprv:
CT PROJECT ID:			MPO ID.: KER200506		Federal Aprv:
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	05/28/2026	CVALLE	Adoption - Carry Over	0	5,270,572		

* CMAQ -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 3	PE									
	RW									
* Fund Type: Congestion Mitigation	CON	3,008,112								3,008,112
* Funding Agency:	Total:	3,008,112								3,008,112

* Local Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 3	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	604,536								604,536
* Funding Agency:	Total:	604,536								604,536

* Other Fed -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 3 of 3	PE									
	RW									
* Fund Type: Carbon Reduction Program (CRP)	CON	1,657,924								1,657,924
* Funding Agency:	Total:	1,657,924								1,657,924

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	PE									
	RW									
	CON	5,270,572								5,270,572
	Total:	5,270,572								5,270,572

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:
CT PROJECT ID:			MPO ID.: KER260510		State Aprv:
COUNTY: Kern County	ROUTE:	PM:			Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY
					Safety Improvement Program.

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	33,495,080		

* CMAQ -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 3	PE									
	RW									
* Fund Type: Congestion Mitigation	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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 3	PE									
	RW									
* Fund Type: Carbon Reduction Program (CRP)	CON		1,219,365	1,042,883						2,262,248
* Funding Agency:	Total:		1,219,365	1,042,883						2,262,248

* Local Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 3 of 3	PE									
	RW									
* Fund Type: Local Transportation Funds	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:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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 CT PROJECT ID: MPO ID.: KER260511 COUNTY: Kern County ROUTE: PM:	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: 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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Congestion Mitigation	CON		604,019	4,026,797		4,950,995				9,581,811
* Funding Agency:	Total:		604,019	4,026,797		4,950,995				9,581,811

* Local Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Local Transportation Funds	CON		1,050,858	521,715		641,455				2,214,028
* Funding Agency:	Total:		1,050,858	521,715		641,455				2,214,028

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-1059	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)	State Aprv:
CT PROJECT ID:			MPO ID.: KER260512		Federal Aprv:
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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 3	PE									
	RW									
* Fund Type: Carbon Reduction Program (CRP)	CON		93,664	630,864						724,528
* Funding Agency:	Total:		93,664	630,864						724,528

* CMAQ -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 3	PE									
	RW									
* Fund Type: Congestion Mitigation	CON					1,254,646				1,254,646
* Funding Agency:	Total:					1,254,646				1,254,646

* Local Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 3 of 3	PE									
	RW									
* Fund Type: Local Transportation Funds	CON		12,136	81,736		162,553				256,425
* Funding Agency:	Total:		12,136	81,736		162,553				256,425

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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 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: ---

MASS TRANSPORTATION
LIST OF PROJECTS

Transit Program (Non-CMAQ)

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

DIST:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-0968	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)	State Aprv:
CT PROJECT ID:			MPO ID.: KER220803		Federal Aprv:
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY
					Purchase new buses and rail cars to replace exist.

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:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW									
CON	420,173								420,173
Total:	420,173								420,173

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW									
CON	3,653,187								3,653,187
Total:	3,653,187								3,653,187

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 CT PROJECT ID: MPO ID.: KER250802 COUNTY: Kern County ROUTE: PM:	TITLE (DESCRIPTION): OPERATING ASSISTANCE FY 2026-27 (IN DELANO: OPERATING ASSISTANCE FY 2026-27 ($1,057,854.50 toll credits))	MPO Aprv: State Aprv: 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 -

* Fund Source 1 of 1

* 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		2,115,709							2,115,709
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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-1037	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))	State Aprv:
CT PROJECT ID:			MPO ID.: KER250811		Federal Aprv:
COUNTY: Kern County	ROUTE:		PM:		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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-0945	ELECTRONIC DYNAMIC SIGNS (IN BAKERSFIELD: AT VARIOUS FACILITY LOCATIONS: PURCHASE AND INSTALL ELECTRONIC DYNAMIC SIGNS)	State Aprv:
CT PROJECT ID:			MPO ID.: KER210808		Federal Aprv:
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	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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-0949	COMPUTER REPLACEMENT FY 2022-23 (IN BAKERSFIELD: COMPUTER REPLACEMENT FOR MAIN AND DOWNTOWN FACILITY FY 2022-23)	State Aprv:
CT PROJECT ID:			MPO ID.: KER210812		Federal Aprv:
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:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW									
CON	24,000								24,000
Total:	24,000								24,000

* 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	6,000								6,000
Total:	6,000								6,000

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW									
CON	30,000								30,000
Total:	30,000								30,000

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 - 02/01/22 ********
Project data transfered 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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-0974	PREVENTIVE MAINTENANCE FY 2022-23 (IN BAKERSFIELD: PREVENTIVE MAINTENANCE FY 2022-23)	State Aprv:
CT PROJECT ID:			MPO ID.: KER230803		Federal Aprv:
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:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW									
CON	1,480,000								1,480,000
Total:	1,480,000								1,480,000

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-0976	THREE HYDROGEN BUSES (IN BAKERSFIELD: PURCHASE THREE REPLACEMENT HYDROGEN 40 FT BUSES FY 2024-25)	State Aprv:
CT PROJECT ID:			MPO ID.: KER230805		Federal Aprv:
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	1,773,840		

* 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	1,419,070								1,419,070
Total:	1,419,070								1,419,070

* 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	354,770								354,770
Total:	354,770								354,770

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-0981	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)	State Aprv:
CT PROJECT ID:			MPO ID.: KER230808		Federal Aprv:
COUNTY: Kern County	ROUTE:		PM:		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 -

* Fund Source 1 of 1

* 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	413,005								413,005
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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-0986	TECHNOLOGY UPGRADE (IN BAKERSFIELD: PURCHASE TECHNOLOGY UPGRADE FOR EXISTING ADMINISTRATIVE FACILITY FY 2023-24)	State Aprv:
CT PROJECT ID:			MPO ID.: KER230811		Federal Aprv:
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:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW									
CON	120,000								120,000
Total:	120,000								120,000

* 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	30,000								30,000
Total:	30,000								30,000

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-0987	FARE COLLECTION SYSTEM (IN BAKERSFIELD: PURCHASE FARE COLLECTION SYSTEM FY 2023-24)	State Aprv:
CT PROJECT ID:			MPO ID.: KER230812		Federal Aprv:
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	5,000,000		

* FTA Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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
* Funding Agency:										

* Local Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-0991	10 CNG BUSES (IN BAKERSFIELD: PURCHASE TEN (10) REPLACEMENT 40 FT CNG BUSES FY 2024-25)	State Aprv:
CT PROJECT ID:			MPO ID.: KER230816		Federal Aprv:
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:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW									
CON	450,000								450,000
Total:	450,000								450,000

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW									
CON	7,637,939								7,637,939
Total:	7,637,939								7,637,939

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 9/16/24 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 transfered 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
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	10,126,359		

* Local Funds -

* Fund Source 1 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	2,025,272								2,025,272
Total:	2,025,272								2,025,272

* FTA Funds -

* Fund Source 2 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	8,101,087								8,101,087
Total:	8,101,087								8,101,087

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-1022	CYBERSECURITY INFRASTRUCTURE FY 2024-25 (IN BAKERSFIELD: CYBERSECURITY INFRASTRUCTURE FY 2024-25 to FY 2026-27)	State Aprv:
CT PROJECT ID:			MPO ID.: KER240805		Federal Aprv:
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 OverAdoption - Combined With	0	837,378		

* Local Funds -
* Fund Source 1 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	167,475								167,475
Total:	167,475								167,475

* FTA Funds -
* Fund Source 2 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	669,903								669,903
Total:	669,903								669,903

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-1026	PREVENTIVE MAINTENANCE FY 2025-26 (IN BAKERSFIELD: PREVENTIVE MAINTENANCE FY 2025-26)	State Aprv:
CT PROJECT ID:			MPO ID.: KER250801		Federal Aprv:
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	10,250,000		

* 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	8,200,000								8,200,000
Total:	8,200,000								8,200,000

* 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	2,050,000								2,050,000
Total:	2,050,000								2,050,000

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-1029	TECHNOLOGY REPLACEMENT FY 2025-26 (IN BAKERSFIELD: PURCHASE TECHNOLOGY REPLACEMENT FOR ALL FACILITIES FY 2025-26)	State Aprv:
CT PROJECT ID:			MPO ID.: KER250803		Federal Aprv:
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	350,000		

* 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	280,000								280,000
Total:	280,000								280,000

* 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	70,000								70,000
Total:	70,000								70,000

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-1030	ACCESS CONTROL SYSTEM FY 2025-26 (IN BAKERSFIELD: PURCHASE REPLACEMENT ACCESS CONTROL SYSTEM FOR ADMINISTRATIVE FACILITY FY 2025-26)	State Aprv:
CT PROJECT ID:			MPO ID.: KER250804		Federal Aprv:
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	100,000		

* 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	80,000								80,000
Total:	80,000								80,000

* 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	20,000								20,000
Total:	20,000								20,000

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-1032	DRIVER BARRIERS FY 2025-26 (IN BAKERSFIELD: PURCHASE AND INSTALL DRIVER BARRIERS FY 2025-26)	State Aprv:
CT PROJECT ID:			MPO ID.: KER250805		Federal Aprv:
COUNTY: Kern County	ROUTE:		PM:		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	700,000		

* 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	560,000								560,000
Total:	560,000								560,000

* 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	140,000								140,000
Total:	140,000								140,000

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-1031	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)	State Aprv:
CT PROJECT ID:			MPO ID.: KER250806		Federal Aprv:
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	7,000,000		

* 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	5,600,000								5,600,000
Total:	5,600,000								5,600,000

* 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	1,400,000								1,400,000
Total:	1,400,000								1,400,000

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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 CT PROJECT ID: MPO ID.: KER250807 COUNTY: Kern County ROUTE: PM:	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: 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)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	189,308		

* FTA Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON	37,862								37,862
* Funding Agency:	Total:	37,862								37,862

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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: ---

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

DIST:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-1034	LIFTS FOR BUS BAY 3 & 4 FY 2025-26 (IN BAKERSFIELD: PURCHASE REPLACEMENT LIFTS FOR BUS BAY 3 & 4 FY 2025-26)	State Aprv:
CT PROJECT ID:			MPO ID.: KER250808		Federal Aprv:
COUNTY: Kern County	ROUTE:		PM:		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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON	144,947								144,947
* Funding Agency:	Total:	144,947								144,947

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-1035	GENERATOR SWITCH GEAR FY 2025-26 (IN BAKERSFIELD: PURCHASE GENERATOR SWITCH GEAR FY 2025-26)	State Aprv:
CT PROJECT ID:			MPO ID.: KER250809		Federal Aprv:
COUNTY: Kern County	ROUTE:		PM:		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	35,000		

* FTA Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON	7,000								7,000
* Funding Agency:	Total:	7,000								7,000

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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
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	8,882,600		

* FTA Funds -
* Fund Source 1 of 2
* Fund Type: Low or No Emission Vehicle Program - 5339(c)
* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW									
CON	7,106,080								7,106,080
Total:	7,106,080								7,106,080

* 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	1,776,520								1,776,520
Total:	1,776,520								1,776,520

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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)
CT PROJECT ID:			MPO ID.: KER260801	
COUNTY: Kern County	ROUTE:		PM:	

MPO Aprv:
State Aprv:
Federal Aprv:

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 -
* 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		9,072,825							9,072,825
Total:		9,072,825							9,072,825

* 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		2,268,207							2,268,207
Total:		2,268,207							2,268,207

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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
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	277,175		

* 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		221,740							221,740
Total:		221,740							221,740

* 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		55,435							55,435
Total:		55,435							55,435

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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: ---

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

DIST:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-1062	13 PARATRANSIT BUSES (IN BAKERSFIELD: PURCHASE 11 REPLACEMENT CNG AND 2 REPLACEMENT GAS PARATRANSIT BUSES FY 2026-27)	State Aprv:
CT PROJECT ID:			MPO ID.: KER260803		Federal Aprv:
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	2,347,825		

* FTA Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON		469,565							469,565
* Funding Agency:	Total:		469,565							469,565

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-0926	MOJAVE BUS MAINTENANCE FACILITY (IN MOJAVE: CONSTRUCT BUS MAINTENANCE FACILITY)	State Aprv:
CT PROJECT ID:			MPO ID.: KER200811		Federal Aprv:
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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Bus and Bus Facilities Discretionary Program (Bus	CON	1,400,000								1,400,000
	Total:	1,400,000								1,400,000
* Funding Agency:										

* Local Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON	600,000								600,000
* Funding Agency:	Total:	600,000								600,000

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	PE									
	RW									
	CON	2,000,000								2,000,000
	Total:	2,000,000								2,000,000

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 - 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 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 transfered 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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-0993	5 CNG BUSES (IN KERN COUNTY: PURCHASE TWO (2) 35 FT AND THREE (3) 40 FT REPLACEMENT CNG BUSES)	State Aprv:
CT PROJECT ID:			MPO ID.: KER230818		Federal Aprv:
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:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW									
CON	812,125								812,125
Total:	812,125								812,125

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-0885	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))	State Aprv:
CT PROJECT ID:			MPO ID.: KER180801		Federal Aprv:
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY
					Transit operating assistance.

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	18,027,679		

* FTA Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 3	PE									
	RW									
* Fund Type: FTA 5311 - Non Urbanized	CON	1,844,982								1,844,982
* Funding Agency:	Total:	1,844,982								1,844,982

* Local Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 3	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	15,882,697								15,882,697
* Funding Agency:	Total:	15,882,697								15,882,697

* FTA Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 3 of 3	PE									
	RW									
* Fund Type: Intercity Bus - 5311-F	CON	300,000								300,000
* Funding Agency:	Total:	300,000								300,000

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	PE									
	RW									
	CON	18,027,679								18,027,679
	Total:	18,027,679								18,027,679

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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	
06			204-0000-1018	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:
CT PROJECT ID:			MPO ID.: KER240801		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: 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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 4	PE									
	RW									
* Fund Type: FTA 5310 Elderly & Disabilities	CON	2,193,877								2,193,877
* Funding Agency:	Total:	2,193,877								2,193,877

* FTA Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 4	PE									
	RW									
* Fund Type: FTA 5311 - Non Urbanized	CON	809,481								809,481
* Funding Agency:	Total:	809,481								809,481

* Local Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 3 of 4	PE									
	RW									
* Fund Type: TDA	CON	183,183								183,183
* Funding Agency:	Total:	183,183								183,183

* FTA Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 4 of 4	PE									
	RW									
* Fund Type: Bus and Bus Facilities Discretionary Program (Bus	CON	567,964								567,964
* Funding Agency:	Total:	567,964								567,964

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	PE									
	RW									
	CON	3,754,505								3,754,505
	Total:	3,754,505								3,754,505

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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-1053	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)	State Aprv:
CT PROJECT ID:			MPO ID.: KER260506		Federal Aprv:
COUNTY: Kern County	ROUTE:		PM:		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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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:
CT PROJECT ID:			MPO ID.: KER240502		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: 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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Congestion Mitigation	CON	456,726								456,726
* Funding Agency:	Total:	456,726								456,726

* Local Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	59,174								59,174
* Funding Agency:	Total:	59,174								59,174

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-1054	ONE ELECTRIC BUS (IN RIDGECREST: PURCHASE ONE REPLACEMENT BATTERY ELECTRIC CUTAWAY BUS FOR TRANSIT FLEET)	State Aprv:
CT PROJECT ID:			MPO ID.: KER260507		Federal Aprv:
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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Congestion Mitigation	CON		304,799							304,799
* Funding Agency:	Total:		304,799							304,799

* Local Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Local Transportation Funds	CON		39,490							39,490
* Funding Agency:	Total:		39,490							39,490

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-0964	CHARGING (TAFT: 550 SUPPLY RD; INSTALL CHARGING INFRASTRUCTURE AND SOLAR MICROGRID)	State Aprv:
CT PROJECT ID:			MPO ID.: KER220503		Federal Aprv:
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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 4	PE	229,514								229,514
	RW									
* Fund Type: Congestion Mitigation	CON	2,726,626								2,726,626
* Funding Agency:	Total:	2,956,140								2,956,140

* Local Funds -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 4	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	271,260								271,260
* Funding Agency:	Total:	271,260								271,260

* State SB1 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 3 of 4	PE	29,736								29,736
	RW									
* Fund Type: Road Repair and Accountability Act of 2017	CON	57,004								57,004
* Funding Agency:	Total:	86,740								86,740

* Other State -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 4 of 4	PE									
	RW									
* Fund Type: Low Carbon Transit Operations Program (LCTOP)	CON	25,000								25,000
* Funding Agency:	Total:	25,000								25,000

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	PE	259,250								259,250
	RW									
	CON	3,079,890								3,079,890
	Total:	3,339,140								3,339,140

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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-1055	CNG STATION (WASCO: SOUTHEAST CORNER OF FILBURN AVE AND CENTRAL AVE; CONSTRUCT SLOW-FILL CNG STATION)	State Aprv:
CT PROJECT ID:			MPO ID.: KER260508		Federal Aprv:
COUNTY: Kern County	ROUTE:		PM:		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 -
* Fund Source 1 of 2
* Fund Type: Congestion Mitigation
* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE		44,265							44,265
RW									
CON			557,739						557,739
Total:		44,265	557,739						602,004

* Local Funds -
* Fund Source 2 of 2
* Fund Type: Local Transportation Funds
* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE		5,735							5,735
RW									
CON			72,261						72,261
Total:		5,735	72,261						77,996

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	
06			204-0000-1005	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:
CT PROJECT ID:			MPO ID.: KER231010		State Aprv:
					Federal Aprv:
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)*

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. -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	PE									
	RW									
	CON	15,190,000								15,190,000
	Total:	15,190,000								15,190,000

Comments:
******** Version 1 - 01/29/26 ********
Project data transfered 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 transfered 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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	
06			204-0000-1001	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)	
CT PROJECT ID:			MPO ID.: KER231006		MPO Aprv:
					State Aprv:
COUNTY: Kern County	ROUTE:		PM:		Federal Aprv:
					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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 2	PE	350,000								350,000
	RW									
* Fund Type: TDA	CON		885,000							885,000
* Funding Agency:	Total:	350,000	885,000							1,235,000

* Other Fed -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 2	PE	900,000								900,000
	RW									
* Fund Type: Active Transportation Program (ATP)	CON		5,900,000							5,900,000
* Funding Agency:	Total:	900,000	5,900,000							6,800,000

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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 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 - 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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
09			204-0000-1003	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)	State Aprv:
CT PROJECT ID:			MPO ID.: KER231008		Federal Aprv:
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY
					Bicycle and pedestrian facilities.

IMPLEMENTING AGENCY: Tehachapi, 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	2,686,000	200,000	380,000

* Other Fed -

* Fund Source 1 of 1

* Fund Type: Active Transportation Program (ATP)

* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE	380,000								380,000
RW	200,000								200,000
CON		2,686,000							2,686,000
Total:	580,000	2,686,000							3,266,000

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 - 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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-1004	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)	State Aprv:
CT PROJECT ID:			MPO ID.: KER231009		Federal Aprv:
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)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	584,000		76,000

* Other Fed -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 1	PE	76,000								76,000
	RW									
* Fund Type: Active Transportation Program (ATP)	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:
CT PROJECT ID:			MPO ID.: KER231003		State Aprv:
COUNTY: Kern County	ROUTE:		PM:		Federal Aprv:
					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)*

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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 3	PE	300,000								300,000
	RW									
* Fund Type: TDA	CON	3,105,009								3,105,009
* Funding Agency:	Total:	3,405,009								3,405,009

* Other Fed -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 2 of 3	PE									
	RW									
* Fund Type: Active Transportation Program (ATP)	CON	3,154,000								3,154,000
* Funding Agency:	Total:	3,154,000								3,154,000

* CMAQ -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 3 of 3	PE									
	RW									
* Fund Type: Congestion Mitigation	CON	11,059,158								11,059,158
* Funding Agency:	Total:	11,059,158								11,059,158

Project Total:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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 transfered 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 transfered 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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-0995	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)	State Aprv:
CT PROJECT ID:			MPO ID.: KER231004		Federal Aprv:
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY
					Bicycle and pedestrian facilities.

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	628,000		75,000

* Other Fed -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* Fund Source 1 of 1	PE	75,000								75,000
	RW									
* Fund Type: Active Transportation Program (ATP)	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
CT PROJECT ID:			MPO ID.: KER231001
COUNTY: Kern County	ROUTE:		PM:

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:

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 -
* Fund Source 1 of 2
* Fund Type: TDA
* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE	10,000								10,000
RW	298,000								298,000
CON			703,000						703,000
Total:	308,000		703,000						1,011,000

* Other Fed -
* Fund Source 2 of 2
* Fund Type: Active Transportation Program (ATP)
* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE	1,059,000								1,059,000
RW	2,302,000								2,302,000
CON			5,421,000						5,421,000
Total:	3,361,000		5,421,000						8,782,000

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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: ---

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

DIST:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-0996	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)	State Aprv:
CT PROJECT ID:			MPO ID.: KER231005		Federal Aprv:
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	1,988,000		354,000

* Local Funds -
* Fund Source 1 of 2
* Fund Type: TDA
* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE	354,000								354,000
RW									
CON		228,000							228,000
Total:	354,000	228,000							582,000

* Other Fed -
* Fund Source 2 of 2
* Fund Type: Active Transportation Program (ATP)
* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE									
RW									
CON		1,760,000							1,760,000
Total:		1,760,000							1,760,000

Project Total:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
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 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:	PPNO:	EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
06			204-0000-1002	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)	State Aprv:
CT PROJECT ID:			MPO ID.: KER231007		Federal Aprv:
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)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	05/13/2026	CVALLE	Adoption - Carry Over	0	408,000		47,000

* Other Fed -

* Fund Source 1 of 1

* Fund Type: Active Transportation Program (ATP)

* Funding Agency:

	PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
PE	47,000								47,000
RW									
CON	408,000								408,000
Total:	455,000								455,000

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: ---

Transportation Enhancement Activities Program

Kern Council of Governments - Federal Transportation Improvement 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:
CT PROJECT ID:			MPO ID.: KER241001		State Aprv:
COUNTY: Kern County	ROUTE:		PM:		Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY
					Transportation enhancement activities.

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. -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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 -		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
* 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:		PRIOR	26-27	27-28	28-29	29-30	30-31	31-32	BEYOND	TOTAL
	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

Kern Council of Governments

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	$81,750,000

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	
				30/31	RW CON	$0	$0	$0	$0	$19,771,000	$10,729,000	$11,250,000	$47,350,000

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 SHOPP-AC	Total Project Cost
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

Funding (X1000)

Agency	MPO Reference Number	Fed ID	EA	CTIPS	Route	Project Description	Program Year (FFY)	Project Phase	Fund Type: SHOPP-AC	Total Project Cost
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 Dunnsmere 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 SHOPP-AC	Total Project Cost
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

Funding (X1000)

Agency	MPO Reference Number	Fed ID	EA	CTIPS	Route	Project Description	Program Year (FFY)	Project Phase	Fund Type SHOPP-AC	Total Project Cost
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

Funding (X1000)

Agency	MPO Reference Number	Fed ID	EA	CTIPS	Route	Project Description	Program Year (FFY)	Project Phase	Fund Type SHOPP-AC	Total Project Cost
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 SHOPP-AC	Total Project Cost
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 SHOPP-AC	Total Project Cost
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 / Fund Type: Estimated Con State/ Federal	Project Phase / Fund Type: Estimated R/W	Project Phase / Fund Type: Estimated Capital Outlay Support (Life of Project)	Total Project Cost	FTIP Program Year
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 / Fund Type: Estimated Con State/ Federal	Project Phase / Fund Type: Estimated R/W	Project Phase / Fund Type: Estimated Capital Outlay Support (Life of Project)	Total Project Cost	FTIP Program Year
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/R52.4	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/R59.67	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
Kern County		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	
		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	
				26/27	CON	$1,063,080	$118,120	$1,438,000
		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	
				27/28	CON	$8,099,820	$899,980	$9,672,800
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	
				27/28	CON	$399,716	$52,606	$506,961

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	
				27/28	CON	$405,485	$52,535	$549,790
Shafter			Shafter: E lerdo Hwy from Beech Ave to Zerker Rd; Pavement resurfacing	27/28	CON	$761,000	$200,000	$961,000

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	
				27/28	CON	$240,000	$275,700	$582,400
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	
				27/28	CON	$349,015	$45,219	
				28/29	CON	$86,230	$11,173	$526,637
			Tehachapi: W Tehachapi Blvd from Tucker Rd to Mt View Ave (approx. 0.19 mi); Pavement rehabilitation	26/27	PE	$0	$35,000	
				28/29	CON	$447,915	$114,662	$597,577
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	
				27/28	CON	$4,530,336	$0	$702,588	$6,515,478
			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	
				29/30	CON	$1,229,352	$0	$159,276	$1,766,128
			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	
				27/28	CON	$333,753	$0	$43,242	$478,950

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	
				27/28	CON	$4,026,797	$0	$521,715	$5,230,789
			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	
				29/30	CON	$4,950,995	$0	$641,455	$6,565,050

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	
				27/28	CON		$630,864	$81,736	$818,400
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***
	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**
REGIONAL	**Tolls**						
	Bridge						
	Corridor						
	Regional Sales Tax						
	Other (See Appendix 2)						
	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 3)						
	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 4)						
	Federal Transit Total		**$13,289**				**$13,289**
FEDERAL HIGHWAY	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						
	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)						
	Other (see Appendix 5)		$30,262				**$30,262**
	Federal Highway Total		**$62,992**	**$44,223**	**$32,106**	**$32,650**	**$171,971**
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)						
	Federal Railroad Administration Total						
	Federal Total		**$76,281**	**$44,223**	**$32,106**	**$32,650**	**$185,259**
INNOVATIVE FINANCE	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.*

TABLE 1: REVENUE - APPENDICES

Kern Council of Governments
2027 Federal Transportation Improvement Program
($'s in 1,000)

Appendix 1 - Local Other

Local Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2027	FY 2028	FY 2029	FY 2030	
Private Funds	$9,274				$9,274
Local Other Total	**$9,274**				**$9,274**

Appendix 2 - Regional Other

Regional Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2027	FY 2028	FY 2029	FY 2030	
Regional Other Total					

Appendix 3 - State Other

State Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2027	FY 2028	FY 2029	FY 2030	
State Other Total					

Appendix 4 - Federal Transit Other

Federal Transit Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2027	FY 2028	FY 2029	FY 2030	
Federal Transit Other Total					

Appendix 5 - Federal Highway Other

Federal Highway Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2027	FY 2028	FY 2029	FY 2030	
CFI	$27,262				$27,262
2026 APPROPRIATIONS EARMARK	$3,000				$3,000
Federal Highway Other Total	**$30,262**				**$30,262**

Appendix 6 - Federal Railroad Administration Other

Federal Railroad Administration Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2027	FY 2028	FY 2029	FY 2030	
Federal Railroad Administration Other Total					

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)						
	Other (see Appendix D)		$30,262				**$30,262**
	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.*

TABLE 2: PROGRAMMED - APPENDICES

Kern Council of Governments
2027 Federal Transportation Improvement Program
($'s in 1,000)

Appendix A - Regional Other

Regional Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2027	FY 2028	FY 2029	FY 2030	
Regional Other Total					

Appendix B - State Other

State Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2027	FY 2028	FY 2029	FY 2030	
State Other Total					

Appendix C - Federal Transit Other

Federal Transit Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2027	FY 2028	FY 2029	FY 2030	
Federal Transit Other Total					

Appendix D - Federal Highway Other

Federal Highway Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2027	FY 2028	FY 2029	FY 2030	
CFI	$27,262				**$27,262**
2026 APPROPRIATIONS EARMARK	$3,000				**$3,000**
Federal Highway Other Total	**$30,262**				**$30,262**

Appendix E - Federal Railroad Administration Other

Federal Railroad Administration Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2027	FY 2028	FY 2029	FY 2030	
Federal Railroad Administration Other Total					

Appendix F - Innovative Finance Other

Innovative Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2027	FY 2028	FY 2029	FY 2030	
Innovative Other Total					

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**

Template Updated: 3/6/26

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

ATTACHMENT 2

2026 REGIONAL TRANSPORTATION PLAN

https://www.kerncog.org/category/docs/rtp/

APPENDIX A

Regional Transportation Plan Checklist

Appendix A: RTP Checklist

Regional Transportation Plan Checklist for MPOs
(Revised September 2023)

(To be completed electronically in Microsoft Word format by the MPO and submitted along with the draft and final RTP to Caltrans)

Name of MPO: Kern Council of Governments

Date Draft RTP Completed: May 8, 2026

RTP Adoption Date: September 17, 2026

What is the Certification Date of the Environmental Document (ED)? September 17, 2026 (scheduled)

Is the ED located in the RTP or is it a separate document? Separate document

By completing this checklist, the MPO verifies the RTP addresses all of the following required information within the RTP, where applicable.

Regional Transportation Plan Contents

General	Yes/No /N/A	Page #
1. Does the RTP address no less than a 20-year planning horizon? (23 CFR 450.324(a))	Yes	1-1
2. Does the RTP include both long-range and short-range strategies/actions? (23 CFR 450.324(b))	Yes	5-50 thru 5-172
3. Does the RTP address issues specified in the policy, action and financial elements identified in California Government Code Section 65080?	Yes	Table 2-1
4. Does the RTP address the 10 issues specified in the Sustainable Communities Strategy (SCS) component as identified in Government Code Sections 65080(b)(2)(B) and 65584.04(i)(1)?	Yes	Table 2-1
a. Identify the general location of uses, residential densities, and building intensities within the region?	Yes	4-13

b. Identify areas within the region sufficient to house all the population of the region, including all economic segments of the population over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth?	Yes	4-22 thru 4-31
c. Identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Government Code Section 65584?	Yes	4-32 thru 4-33
d. Identify a transportation network to service the transportation needs of the region?	Yes	4-39 thru 4-45
e. Gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of Government Code Section 65080.01?	Yes	4-20 thru 4-22
f. Consider the state housing goals specified in Sections 65580 and 65581?	Yes	4-9
g. Utilize the most recent planning assumptions, considering local general plans and other factors?	Yes	4-13 4-26
h. Set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by CARB?	Yes	4-26 thru 4-31
i. Provide consistency between the development pattern and allocation of housing units within the region (Government Code 65584.04(i)(1)?	Yes	4-13 thru 4-31
j. Allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Section 7506)?	Yes	4-8
5. Does the RTP include Project Intent i.e. Plan Level Purpose and Need Statements?	Yes	Ch. 1 4-1 thru 4-2
6. Does the RTP specify how travel demand modeling methodology, results and key assumptions were developed as part of the RTP process? (Government Code 14522.2)	Yes	4-46
7. Does the RTP contain a System Performance Report? (23 CFR 450.324 (f))	Yes	
a. Does the report include a description of the performance measures and performance targets used in assessing the performance of the transportation system?	Yes	Appdx. D
b. Does the report show the progress towards achieving performance targets in comparison with the performance in previous reports?	Yes	Appdx. D

c. For MPOs that voluntarily elect to develop multiple scenarios, does the report include an evaluation of how the preferred scenario has improved conditions and performance, where applicable?	Yes	Appdx. D
d. Does the report include an evaluation of how local policies and investments have impacted costs necessary to achieve progress toward identified performance targets, where applicable?	Yes	Appdx. D

Consultation/Cooperation

	Yes/No / N/A	Page #
1. Does the RTP contain a public involvement program that meets the requirements of Title 23, CFR 450.316(a)?	Yes	Appdx. B
(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;	Yes	4-9 thru 4-13 Appdx. B
(ii) Providing timely notice and reasonable access to information about transportation issues and processes;	Yes	4-9 thru 4-13 Appdx. B
(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;	Yes	4-9 thru 4-13 Appdx. B
(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;	Yes	4-9 thru 4-13 Appdx. B
(v) Holding any public meetings at convenient and accessible locations and times;	Yes	4-9 thru 4-13 Appdx. B
(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;	Yes	4-9 thru 4-13 Appdx. B
(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;	Yes	Appdx. B,C & D
(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;	N/A	4-9 thru 4-13 Appdx. B & C

	(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and	Yes	4-9 thru 4-13 Appdx. B
	(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.	Yes	Appdx. B & C pg. 4
2.	Does the RTP contain a summary, analysis, and report on the disposition of significant written and oral comments received on the draft regional transportation plan as part of the final regional transportation plan and TIP that meets the requirements of 23 CFR 450.316(a)(2), as applicable?	Yes	Appdx. H
3.	Did the MPO/RTPA consult with the appropriate State and local representatives including representatives from environmental and economic communities; airport; transit; freight during the preparation of the RTP? (23 CFR 450.316(b))	Yes	4-9 thru 4-13
		Yes/No / N/A	Page #
4.	Did the MPO/RTPA who has federal lands within its jurisdictional boundary involve the federal land management agencies during the preparation of the RTP? (23 CFR 450.316(d))	Yes	4-9 thru 4-13 4-37
5.	Where does the RTP specify that the appropriate State and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation consulted? (23 CFR 450.324(g))	Yes	Appdx. C-2 thru C-3
6.	Did the RTP include a comparison with the California State Wildlife Action Plan and (if available) inventories of natural and historic resources? (23 CFR 450.324(g)(1&2))	Yes	4-36 thru 4-37
7.	Did the MPO/RTPA who has a federally recognized Native American Tribal Government(s) and/or historical and sacred sites or subsistence resources of these Tribal Governments within its jurisdictional boundary address tribal concerns in the RTP and develop the RTP in consultation with the Tribal Government(s)? (23 CFR 450.316(c))	Yes	Appdx. C-17
8.	Does the RTP address how the public and various specified groups were given a reasonable opportunity to comment on the plan using the participation plan developed under 23 CFR part 450.316(a)? (23 CFR 450.316(a)(i))	Yes	4-9 thru 4-13
9.	Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan? (23 CFR 450.316(a))	Yes	4-13

10. Does the RTP contain a discussion describing the coordination efforts with regional air quality planning authorities? (23 CFR 450.316(a)(2)) (MPO nonattainment and maintenance areas only)	Yes	4-8 4-11 thru 4-12 4-51 Appdx. C
11. Is the RTP coordinated and consistent with the Public Transit-Human Services Transportation Plan? (23 CFR 450.306(h))	Yes	5-73
12. Were the draft and adopted RTP posted on the Internet? (23 CFR 450.324(k))	Yes	www.kerncog.org/2026-rtp
13. Did the RTP explain how consultation occurred with locally elected officials? (Government Code 65080(D))	Yes	4-10 thru 4-12
14. Did the RTP outline the public participation process for the sustainable communities strategy? (Government Code 65080(E))	Yes	4-9 thru 4-13
15. Was the RTP adopted on the estimated date provided in writing to State Department of Housing and Community Development to determine the Regional Housing Need Allocation and planning period (start and end date) and align the local government housing element planning period (start and end date) and housing element adoption due date 18 months from RTP adoption date? (Government Code 65588(e)(5))	Yes	4-32 thru 4-33

<u>Title VI and Environmental Justice</u>

1. Does the public participation plan describe how the MPO will seek out and consider the needs of those traditionally underserved by existing transportation system, such as low-income and minority households, who may face challenges accessing employment and other services? (23 CFR 450.316 (a)(1)(vii))	Yes	4-9 thru 4-13 Appx. C
2. Has the MPO conducted a Title VI analysis that meets the legal requirements described in Section 4.2?	Yes	Appdx. D
3. Has the MPO conducted an Environmental Justice analysis that meets the legal requirements described in Section 4.2?	Yes	Appdx. D

Modal Discussion

		Yes/No / N/A	Page #
1.	Does the RTP discuss intermodal and connectivity issues?	Yes	4-20 thru 4-23
2.	Does the RTP include a discussion of highways?	Yes	5-118 thru 5-129
3.	Does the RTP include a discussion of mass transportation?	Yes	5-67 thru 5-85
4.	Does the RTP include a discussion of the regional airport system?	Yes	5-130 thru 5-140
5.	Does the RTP include a discussion of regional pedestrian needs?	Yes	5-86 thru 5-90
6.	Does the RTP include a discussion of regional bicycle needs?	Yes	5-86 thru 5-90
7.	Does the RTP address the California Coastal Trail? (Government Code 65080.1) (For MPOs located along the coast only)	N/A	N/A
8.	Does the RTP include a discussion of rail transportation?	Yes	5-147 thru 5-149 5-155 thru 5-164
9.	Does the RTP include a discussion of maritime transportation (if appropriate)?	Yes	5-53 5-148
10.	Does the RTP include a discussion of goods movement?	Yes	5-57 thru 5-66 5-168 Thru 5-173

Programming/Operations

		Yes/No / N/A	Page #
1.	Is the RTP consistent (to the maximum extent practicable) with the development of the regional ITS architecture? (23 CFR 450.306(g))	Yes	5-100 thru 5-103
2.	Does the RTP identify the objective criteria used for measuring the performance of the transportation system?	Yes	6-3 thru

		6-4
3. Does the RTP contain a list of un-constrained projects?	Yes	Table 5-2: 5-43 thru 5-49
	Yes/No / N/A	Page #
Financial		
1. Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.324(f)(11)?	Yes	Ch. 6
2. Does the RTP contain a consistency statement between the first 4 years of the fund estimate and the 4-year STIP fund estimate? (65080(b)(4)(A))	Yes	5-49 6-9
3. Do the projected revenues in the RTP reflect Fiscal Constraint? (23 CFR part 450.324(f)(11)(ii))	Yes	6-10
4. Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified. (Government Code 65080(4)(A))	Yes	Table 5-1: 5-4 thru 5-42
5. Do the cost estimates for implementing the projects identified in the RTP reflect "year of expenditure dollars" to reflect inflation rates? (23 CFR part 450.324(f)(11)(iv))	Yes	Table 5-1: 5-4 thru 5-42
6. After 12/11/07, does the RTP contain estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain the freeways, highway and transit within the region? (23 CFR 450.324(f)(11)(i))	Yes	6-7 thru 6-10
7. Does the RTP contain a statement regarding consistency between the projects in the RTP and the ITIP? (2016 STIP Guidelines Section 33)	Yes	5-49
8. Does the RTP contain a statement regarding consistency between the projects in the RTP and the RTIP? (2016 STIP Guidelines Section 19)	Yes	5-49
9. Does the RTP address the specific financial strategies required to ensure the identified TCMs from the SIP can be implemented? (23 CFR part 450.324(f)(11)(vi) (nonattainment and maintenance MPOs only) 5-925	Yes	5-93
	Yes/No / N/A	Page #

Environmental

1.	Did the MPO/RTPA prepare an EIR or a program EIR for the RTP in accordance with CEQA guidelines?	Yes	*SD
2.	Does the RTP contain a list of projects specifically identified as TCMs, if applicable?	Yes	5-93
3.	Does the RTP contain a discussion of SIP conformity, if applicable?	Yes	5-93
4.	Does the RTP specify mitigation activities? (23 CFR part 450.324(f)(10))	Yes	5-58 5-65 5-93 5-105 thru 5-107 5-113 Thru 5-115 5-167 5-173
5.	Where does the EIR address mitigation activities?	Yes	*SD
6.	Did the MPO/RTPA prepare a Negative Declaration or a Mitigated Negative Declaration for the RTP in accordance with CEQA guidelines?	N/A	
7.	Does the RTP specify the TCMs to be implemented in the region? (federal nonattainment and maintenance areas only)	Yes	5-92 thru 5-99

*Separate Document

I have reviewed the above information and certify that it is correct and complete.

(Must be signed by MPO Executive Director or designated representative)

Date

John Schlosser
Print Name

Executive Director
Title

ATTACHMENT 3

ENVIRONMENTAL IMPACT REPORT

https://www.kerncog.org/category/docs/rtp/

ATTACHMENT 4

CONFORMITY ANALYSIS

https://www.kerncog.org/conformity/

CONFORMITY ANALYSIS
FOR THE 2027 FEDERAL TRANSPORTATION IMPROVEMENT AND THE 2026 REGIONAL TRANSPORTATION PLAN

SEPTEMBER 17, 2026

Kern Council of Governments

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This report was funded in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U. S. Department of Transportation. The views and opinions of Kern Council of Governments expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation

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EXECUTIVE SUMMARY

This report presents the Conformity Analysis for the 2027 Federal Transportation Improvement Program (2027 FTIP) and the 2026 Regional Transportation Plan (2026 RTP). Kern Council of Governments is the designated Metropolitan Planning Organization (MPO) in Kern County, California, and is responsible for regional transportation planning.

The Clean Air Act Section 176(c) (42 U.S.C. 7506(c)) and U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR 93 Subpart A) require that each new RTP and TIP be demonstrated to conform to the State Implementation Plan (SIP) before the RTP and TIP are approved by the MPO or accepted by the U.S. Department of Transportation (DOT). This analysis demonstrates that the criteria specified in the transportation conformity regulations for a conformity determination are satisfied by the 2027 FTIP and the 2026 RTP; a finding of conformity is therefore supported. The 2027 FTIP, the 2026 RTP, and the corresponding Conformity Analysis were approved by Kern Council of Governments Policy Board on September 17, 2026. Federal approval is anticipated on or before December 16, 2026. FHWA/FTA last issued a finding of conformity for the 2027 FTIP and the 2026 RTP, as amended if applicable, on December 16, 2024.

On June 12, 2025, President Trump signed joint resolutions of disapproval under the Congressional Review Act (CRA) for preemption waivers that the EPA had previously issued pursuant to Clean Air Act (CAA) Section 209, including for the Advanced Clean Trucks (ACT), Zero-Emission Airport Shuttle, Heavy-Duty Vehicle Engine Emission Warranty and Maintenance Provisions (Warranty Phase 1), and Heavy-Duty Omnibus (Omnibus) regulations. Each resolution provided that the corresponding waiver "shall have no force or effect." Accordingly, these regulations were preempted by the CAA, meaning that California was no longer able to enforce or attempt to enforce the regulations, and that estimated emissions reductions attributed to the regulations could not be used for the CAA purposes of transportation conformity. The estimated emission reductions attributed to these regulations were included in baseline calculations for California's EMFAC2021 model, which was the only emissions model approved for transportation conformity and SIP emission inventory purposes. Certain San Joaquin Valley State Implementation Plans (SIPs) that were pending EPA review, including the 2022 Ozone SIP (2015 standard), could no longer meet federal requirements since they included estimated emission reductions attributed to the disapproved regulations. In response, CARB developed and submitted to the EPA off-model adjustment factors that removed estimated emissions benefits attributed to ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus regulations from EMFAC2021. On November 21, 2025, EPA approved the off-model adjustment factors. As such, EMFAC2021 with the adjustment factors was approved as the latest approved method for modeling emissions available in California, per 40 CFR 93.111.

CARB has revised the 2022 Ozone SIP (2015 standard) in the summer of 2026 to meet the new federal requirements described above; EPA action is pending at this time. Given the uncertainty associated with the timing of federal approval of the 2022 Ozone SIP (2015 standard), the conformity analysis for the 2027 FTIP and 2026 RTP assumes two potential options: Option 1 - new 2015 ozone standard budgets do not become effective in time of FTIP/RTP approval; and Option 2 – EPA will act on the revised 2015 ozone budgets by December 16, 2026, which is when

the current FTIP/RTP expire. A conformity demonstration is provided for both options as documented below; however, the final conformity analysis adopted by KCOG relies on Option 1 given that federal action on the 2022 Ozone SIP revisions (2015 standard) did not occur by December 16, 2026.

The 2027 FTIP and the 2026 RTP have been financially constrained in accordance with the requirements of 40 CFR 93.108 and consistent with the U.S. DOT metropolitan planning regulations (23 CFR Part 450). A discussion of financial constraints and funding sources is included in the appropriate documents.

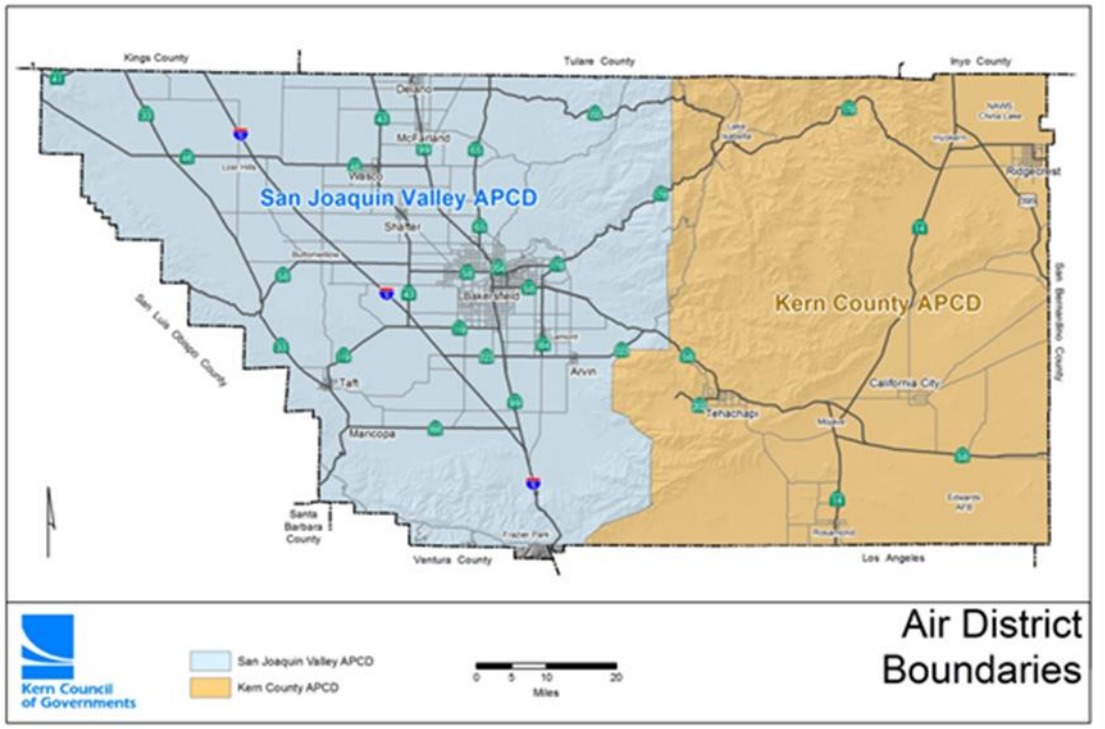
The applicable Federal criteria or requirements for conformity determinations, the conformity tests applied, the results of the conformity assessment, and an overview of the organization of this report are summarized below.

CONFORMITY REQUIREMENTS

The Federal transportation conformity regulations (40 Code of Federal Regulations Parts 51 and 93) specify criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. The Federal transportation conformity regulation was first promulgated in 1993 by the U.S. EPA, following the passage of amendments to the Federal Clean Air Act in 1990. The Federal transportation conformity regulation has been revised several times since its initial release to reflect both EPA rule changes and court opinions. The transportation conformity regulation is summarized in Chapter 1.

The conformity regulation applies nationwide to "all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan" (40 CFR 93.102). Currently, the San Joaquin Valley (or portions thereof) is designated as nonattainment with respect to Federal air quality standards for ozone, and particulate matter under 2.5 microns in diameter (PM2.5); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10). Therefore, transportation plans and programs for the nonattainment areas for Kern County area must satisfy the requirements of the Federal transportation conformity regulation.

Figure 1– Air Pollution Control Districts in the Kern Region



In addition to the San Joaquin Valley planning area, Kern County also includes three other non-attainment areas – (1) the federally designated Mojave Desert (Eastern Kern), (2) portions of the Indian Wells Valley Planning Area, and (3) the portion of the San Joaquin Valley PM-10 nonattainment area that lies within the Kern County Air Pollution Control District that has been labeled as the East Kern PM-10 Area (or PM10 Sliver).The Mojave Desert (Eastern Kern) area is currently designated as nonattainment for the National Ambient Air Quality Standards (NAAQS) for 2008 and 2015 8-hour ozone; whereas the Indian Wells Valley Planning area is designated as a maintenance area for PM-10. The Kern COG transportation plans and programs also satisfy the requirements of the transportation conformity regulation for these nonattainment areas.

Under the transportation conformity regulation, the principal criteria for a determination of conformity for transportation plans and programs are:

(1) the TIP and RTP must pass an emissions budget test using a budget that has been found to be adequate by EPA for transportation conformity purposes, or an interim emission test;

(2) the latest planning assumptions and emission models specified for use in conformity determinations must be employed;

(3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and

(4) interagency and public consultation.

Figure 2 – Ozone/Carbon Monoxide Planning Areas

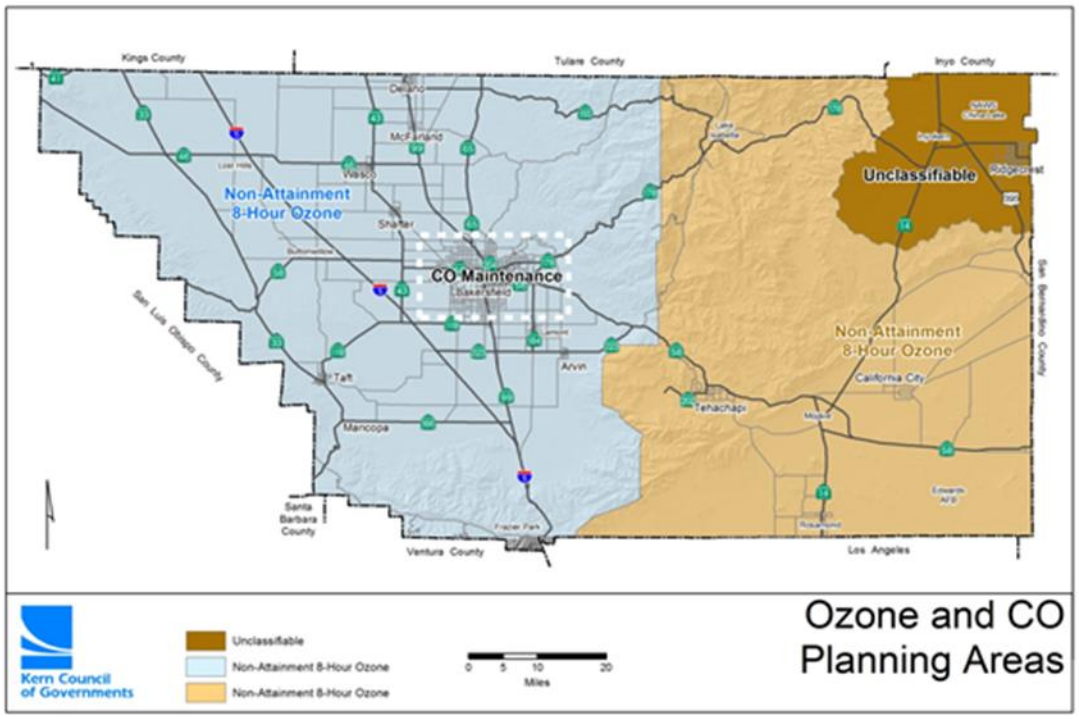
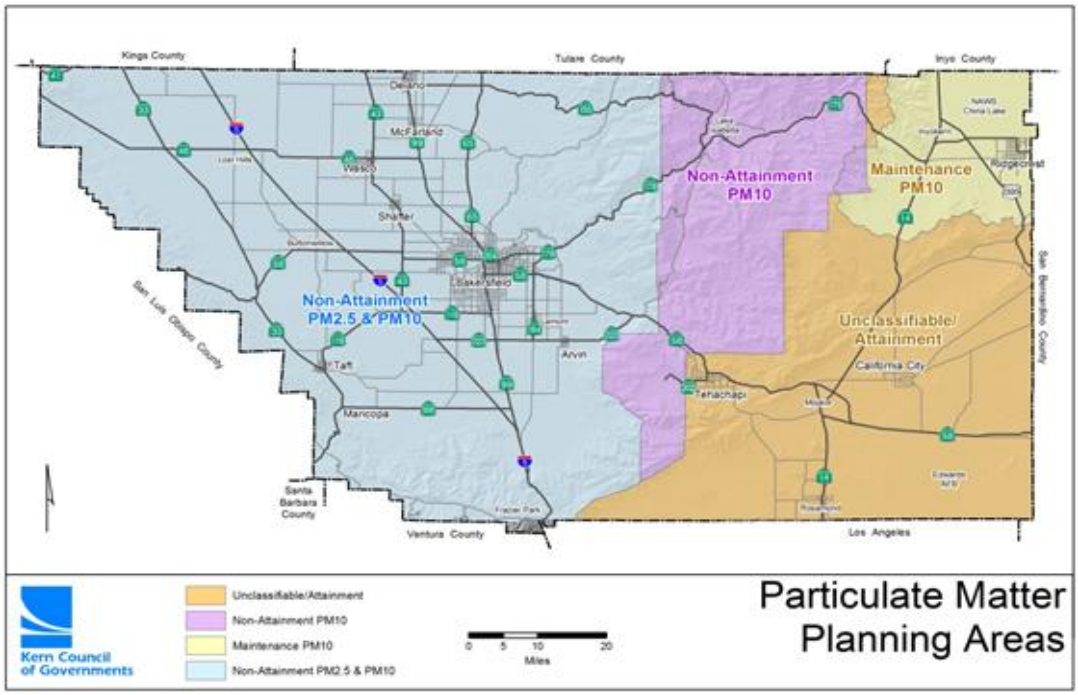


Figure 3 – Particulate Matter Planning Areas



On-going interagency consultation is conducted through the San Joaquin Valley Interagency Consultation Group to ensure Valley-wide coordination, communication and compliance with Federal and California Clean Air Act requirements. Each of the eight Valley MPOs and the San Joaquin Valley Unified Air Pollution Control District (Air District) are represented. The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the U.S. EPA, the California Air Resources Board (CARB) and Caltrans are also represented on the committee. The final determination of conformity for the TIP and RTP is the responsibility of FHWA, and FTA within the U.S. DOT.

FHWA has developed a Conformity Checklist (included in Appendix A) that contains the required items to complete a conformity determination. Appropriate references to these items are noted on the checklist.

CONFORMITY TESTS

The conformity tests specified in the Federal transportation conformity regulation are: (1) the emissions budget test, and (2) the interim emission test. For the emissions budget test, predicted emissions for the TIP/RTP must be less than or equal to the motor vehicle emissions budget specified in the approved air quality implementation plan or the emissions budget found to be adequate for transportation conformity purposes. If there is no approved air quality plan for a pollutant for which the region is in nonattainment or no emission budget has been found to be adequate for transportation conformity purposes, the interim emission test applies. Chapter 1 summarizes the applicable air quality implementation plans and conformity tests for ozone, PM-10, and PM2.5.

RESULTS OF THE CONFORMITY ANALYSIS

A regional emissions analysis was conducted for the years 2027, 2029, 2031, 2032, 2035, 2037, 2046 and 2049 as applicable to each pollutant. All analyses were conducted using the latest planning assumptions and emissions model. The major conclusions of the Conformity Analysis for the 2027 FTIP and 2026 RTP are:

- For 2008 8-hour ozone, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the 2027 FTIP and the 2026 RTP for all years tested are projected to be less than the approved emissions budgets specified in *2026 Updates to Motor Vehicle Emissions Budgets for the 75 parts per billion Ozone State Implementation Plan* (2026 SIP Update). The conformity tests for 2008 ozone are therefore satisfied.
- For 2015 8-hour ozone, the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the 2027 FTIP and the 2026 RTP for all years tested are projected to be less than the approved emissions budgets specified in both the *2026 Updates to Motor Vehicle Emissions Budgets for the 75 parts per billion Ozone State Implementation Plan* (Option 1) and the *2026 Extreme Ozone SIP Revision* (Option 2). The conformity tests for 2015 ozone are therefore satisfied.
- For PM-10, the total regional vehicle-related emissions (PM-10 and NOx) associated with implementation of the 2027 FTIP and the 2026 RTP for all years tested are either (1) projected to be less than the approved emissions budgets, or (2) less than the emission budgets using the

approved PM-10 and NOx trading mechanism for transportation conformity purposes from the *2007 PM-10 Maintenance Plan (as revised in 2015)*.

- For the 1997 24-hour PM2.5 standard, the total regional on-road vehicle-related emissions associated with implementation of the 2027 FTIP and the 2026 RTP for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved PM2.5 and NOx trading mechanism for transportation conformity purposes from the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards (2018 PM2.5 Plan)* for the 1997 PM2.5 24-hour serious area requirements (2020 attainment year). The conformity tests for the 1997 24-hour PM2.5 standard are therefore satisfied.
- For the 1997 annual PM2.5 standard, the total regional on-road vehicle-related emissions associated with implementation of the 2027 FTIP and the 2026 RTP for the analysis years are projected to be less than the approved emission budgets from the 2021 revision to the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards (2018 PM2.5 Plan)* for the 1997 annual PM2.5 serious area requirements (2023 attainment year). The conformity tests for the 1997 annual PM2.5 standard are therefore satisfied.
- For the 2006 24-hour PM2.5 standard, the total regional on-road vehicle-related emissions associated with implementation of the 2027 FTIP and the 2026 RTP for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved PM2.5 and NOx trading mechanism for transportation conformity purposes from the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards (2018 PM2.5 Plan)*. The conformity tests for the 2006 PM2.5 standard are therefore satisfied.
- For the 2012 annual PM2.5 standard (moderate and serious), the total regional on-road vehicle-related emissions associated with implementation of the 2027 FTIP and the 2026 RTP for the analysis years are either (1) projected to be less than the approved emission budgets, or (2) less than the emission budgets using the approved PM2.5 and NOx trading mechanism for transportation conformity purposes from the *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards (2018 PM2.5 Plan)* for 2012 PM2.5 moderate area requirements.

The 2027 FTIP and the 2026 RTP will not impede and will support timely implementation of the TCMs that have been adopted as part of applicable air quality implementation plans. The current status of TCM implementation is documented in Chapter 4 of this report.

Regional emissions analyses were also conducted for 2027, 2037, 2046, and 2049 for the Eastern Kern ozone area and 2027, 2037, 2046 and 2049 for the Indian Wells Valley PM-10 area. No emissions analysis was completed for the portion of the SJV PM-10 nonattainment area that is under Kern County Air Pollution Control District jurisdiction (East Kern PM-10 Area).

- For Mojave Desert (Eastern Kern) ozone (2008 and 2015 standards), the total regional on-road vehicle-related emissions (ROG and NOx) associated with implementation of the 2027 FTIP and the 2026 RTP for all years tested are projected to be less than the approved emissions budgets specified in the Eastern Kern 2017 Ozone Plan. The conformity tests for ozone are therefore satisfied.
- For Indian Wells Valley PM-10, the total regional vehicle-related emissions associated with implementation of the 2027 FTIP and the 2026 RTP for all years tested are projected to be less than the approved emissions budgets from the Indian Wells Valley Second 10-Year PM10 Maintenance Plan. The conformity tests for PM-10 are therefore satisfied.

- For the portion of the SJV PM-10 nonattainment area that is under the jurisdiction of the Kern County APCD (East Kern PM-10 Area), the interim emissions test is satisfied for all years since the transportation projects and planning assumptions in both the "action" and "baseline" scenarios are the same. In accordance with Section 93.119(g)(2), the emissions predicted in the "action" scenario are not greater than the emissions predicted in the "Baseline" scenario for such analysis years. The conformity tests for PM-10 are therefore satisfied.

REPORT ORGANIZATION

The report is organized into six chapters. Chapter 1 provides an overview of the applicable Federal and State conformity regulations and requirements, air quality implementation plans, and conformity test requirements. Chapter 2 contains a discussion of the latest planning assumptions and transportation modeling. Chapter 3 describes the air quality modeling used to estimate emission factors and mobile source emissions. Chapter 4 contains the documentation required under the Federal transportation conformity regulation for transportation control measures. Chapter 5 provides an overview of the interagency requirements and the general approach to compliance used by the San Joaquin Valley MPOs. The results of the conformity analysis for the TIP/RTP are provided in Chapter 6.

Appendix E includes public hearing documentation conducted on the 2026 RTP on May 8, 2026 and the 2027 FTIP and the corresponding Conformity Analysis on June 1, 2026. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix F.

CHAPTER 1:
FEDERAL AND STATE REGULATORY REQUIREMENTS

The criteria for determining conformity of transportation programs and plans under the Federal transportation conformity regulation (40 CFR Parts 51 and 93) and the applicable conformity tests for the San Joaquin Valley nonattainment areas are summarized in this section. The Conformity Analysis for and the 2027 FTIP and 2026 RTP was prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity regulation and guidance procedures, followed by summaries of conformity regulation requirements, air quality designation status, conformity test requirements, and analysis years for this Conformity Analysis.

Kern Council of Governments is the designated Metropolitan Planning Organization (MPO) for Kern County in the San Joaquin Valley. As a result of this designation Kern Council of Governments prepares the TIP, RTP, and associated conformity analyses. The TIP serves as a detailed four year (FY 2026/27 – 2029/30) programming document for the preservation, expansion, and management of the transportation system. The 2026 RTP has a 2049 horizon that provides the long-term direction for the continued implementation of the freeway/expressway plan, as well as improvements to arterial streets, transit, and travel demand management programs. The TIP and RTP include capacity enhancements to the freeway/expressway system commensurate with available funding.

A. FEDERAL AND STATE CONFORMITY REGULATIONS

CLEAN AIR ACT AMENDMENTS

Section 176(c) of the Clean Air Act (CAA, 1990) requires that Federal agencies and MPOs not approve any transportation plan, program, or project that does not conform to the approved State Implementation Plan (SIP). The 1990 amendments to the Clean Air Act expanded Section 176(c) to more explicitly define conformity to an implementation plan to mean:

> "Conformity to the plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of such standards; and that such activities will not (i) cause or contribute to any new violation of any standard in any area; (ii) increase the frequency or severity of any existing violation of any standard in any area; or (iii) delay timely attainment of any standard or any required interim emission reductions or other milestones in any area."

Section 176(c) also provides conditions for the approval of transportation plans, programs, and projects, and requirements that the Environmental Protection Agency (EPA) promulgate conformity determination criteria and procedures no later than November 15, 1991.

FEDERAL RULE

The initial November 15, 1991 deadline for conformity criteria and procedures was partially completed through the issuance of supplemental interim conformity guidance issued on June 7, 1991 for carbon monoxide, ozone, and particulate matter ten microns or less in diameter (PM-10). EPA subsequently promulgated the Conformity Final Rule in the November 24, 1993 *Federal Register* (EPA, 1993). The 1993 Rule became effective on December 27, 1993. The Federal Transportation Conformity Final Rule has been amended several times from 1993 to present. These amendments have addressed a number of items related to conformity lapses, grace periods, and other related issues to streamline the conformity process.

EPA published the Transportation Conformity Rule PM2.5 and PM10 Amendments on March 24, 2010; the rule became effective on April 23, 2010 (EPA, 2010a). This PM amendments final rule amends the conformity regulation to address the 2006 PM2.5 national ambient air quality standard (NAAQS). The final PM amendments rule also addresses hot-spot analyses in PM2.5 and PM10 and carbon monoxide nonattainment and maintenance areas.

On March 14, 2012, EPA published the *Transportation Conformity Rule Restructuring Amendments*, effective April 13, 2012 (EPA, 2012a). The amendments restructure several sections of the rule so that they apply to any new or revised NAAQS. In addition, several clarifications to improve implementation of the rule were finalized.

On March 6, 2015, EPA published *Implementation of the 2008 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements* final rule (effective April 6, 2015), which shifted the San Joaquin Valley 2008 Ozone Standard attainment date from December 31, 2032 to July 20, 2032 (EPA, 2015). EPA's March 2015 ozone implementation rule also revoked the 1997 Ozone Standard for transportation conformity purposes. On February 16, 2018, the U.S. Court of Appeals ruled against parts of the EPA's 2015 Ozone Implementation Rule related to the revocation of the 1997 ozone standard and the relevant "anti-backsliding" requirements. However, according to *Transportation Conformity Guidance for the South Coast II Court Decision*, nonattainment areas with existing 2008 ozone conformity budgets are not required to address the 1997 ozone standards for conformity purposes.

On December 6, 2018, EPA published the *Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area State Implementation Plan Requirements* final rule, effective February 4, 2019 (EPA, 2018). The rule clarified that nonattainment areas must continue to demonstrate conformity to the 2008 ozone standards.

On August 24, 2016, EPA published its Final Rule titled *Implementing National Ambient Air Quality Standards for Fine Particles: State Implementation Plan Requirements*. According to the implementation rule, areas designated as nonattainment for the 1997 PM2.5 standards, must continue to demonstrate conformity to these standards until attainment (EPA, 2016).

MULTI-JURISDICTIONAL GUIDANCE

EPA reissued Guidance for Transportation Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas in July 2012 (EPA, 2012c). This guidance updates and supersedes the July 2004 "multi-jurisdictional" guidance (EPA, 2004a), but does not change the substance of the guidance on how nonattainment areas with multiple agencies should conduct conformity determinations. This guidance applies to the San Joaquin Valley since there are multiple MPOs within a single nonattainment area. The main principle of the guidance is that one regional emissions analysis is required for the entire nonattainment area. However, separate modeling and conformity documents may be developed by each MPO. The Transportation Conformity Guidance for 2015 Ozone NAAQS Nonattainment Areas released in June 2018 incorporates the 2012 Multi-Jurisdictional Guidance by reference.

Part 3 of the guidance applies to nonattainment areas that have adequate or approved conformity budgets addressing a particular air quality standard. This Part currently applies to the San Joaquin Valley for ozone and PM-10. The guidance allows MPOs to make independent conformity determinations for their plans and TIPs as long as all of the other subareas in the nonattainment area have conforming transportation plans and TIPs in place at the time of each MPO and the Department of Transportation (DOT) conformity determination. Alternatively, the multi-jurisdictional guidance allows MPOs to make a joint conformity demonstration using one area-wide budget. DOT will issue its conformity determination on the TIPs/RTPs at the same time.

With respect to PM2.5, the Transportation Conformity Rule – PM2.5 and PM10 Amendments published on March 24, 2010 effectively incorporates the "multi-jurisdictional" guidance directly into the rule. The Rule allows MPOs to make either joint or independent conformity determinations for their plans and TIPs if all of the other subareas in the nonattainment area have conforming transportation plans and TIPs in place at the time of each MPO and DOT conformity determination.

B. CONFORMITY REGULATION REQUIREMENTS

The Federal regulations identify general criteria and procedures that apply to all transportation conformity determinations, regardless of pollutant and implementation plan status. These include:

1) *Conformity Tests* — Sections 93.118 and 93.119 specify emissions tests (budget and interim emissions) that the TIP/RTP must satisfy in order for a determination of conformity to be found. The final transportation conformity regulation issued on July 1, 2004 requires a submitted SIP motor vehicle emissions budget to be found adequate or approved by EPA prior to use for making conformity determinations. The budget must be used on or after the effective date of EPA's adequacy finding or approval.

2) *Methods / Modeling:*

   Latest Planning Assumptions — Section 93.110 specifies that conformity determinations must be based upon the most recent planning assumptions in force at the time the conformity analysis begins. This is defined as "the point at which the MPO begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions. New data that becomes available after an analysis begins is required to be used in the conformity determination only if a significant delay in the analysis has occurred, as determined through interagency

consultation" (EPA, 2010b). Latest planning assumptions relied upon in this conformity analysis are documented in Chapter 2.

Latest Emissions Models — Section 93.111 requires that the latest emission estimation models specified for use in SIPs must be used for the conformity analysis. EPA has approved EMFAC2021 for conformity use on November 15, 2022, and the final rule started the two-year grace period to transition to the new emissions model for use in conformity demonstrations. On November 21, 2025, EPA approved off-model adjustment factors that removed estimated emissions benefits attributed to ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus regulations from EMFAC2021 in response to California preemption waiver disapproval. EMFAC2021 with off-model adjustment factors will be used in this conformity analysis as documented in Chapter 3.

3) *Timely Implementation of TCMs* — Section 93.113 provides a detailed description of the steps necessary to demonstrate that the TIP/RTP are providing for the timely implementation of TCMs, as well as demonstrate that the plan and/or program is not interfering with this implementation. TCM documentation is included in Chapter 4 of the Conformity Analysis.

4) *Consultation* — Section 93.105 requires that the conformity determination be made in accordance with the consultation procedures outlined in the Federal regulations. These include:

   - MPOs are required to provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, the USDOT and EPA (Section 93.105(a)(1)).
   - MPOs are required to establish a proactive public involvement process, which provides opportunity for public review and comment prior to taking formal action on a conformity determination (Section 93.105(e)).

The TIP, RTP, their amendments, and corresponding conformity determinations are prepared by each MPO. Copies of the draft documents are provided to member agencies and others, including FHWA, Federal Transit Administration (FTA), EPA, Caltrans, CARB, and the Air District for review. The conformity analysis is required to be publicly available and an opportunity for public review and comment is provided. Kern Council of Governments adopted consultation process and policy for conformity analysis includes a 30-day comment period followed by a public meeting.

C. AIR QUALITY DESIGNATIONS APPLICABLE TO THE SAN JOAQUIN VALLEY

The conformity regulation (section 93.102) requires documentation of the applicable pollutants and precursors for which EPA has designated the area nonattainment or maintenance. In addition, the nonattainment or maintenance area and its boundaries should be described.

Kern Council of Governments is located in the federally designated San Joaquin Valley Air Basin. The borders of the basin are defined by mountain and foothill ranges to the east and west. The northern border is consistent with the county line between San Joaquin and Sacramento Counties. The southern border is less defined, but is roughly bounded by the Tehachapi Mountains and, to

some extent, the Sierra Nevada range. The Conformity Analysis for the 2027 FTIP and 2026 RTP includes analyses of existing and future air quality impacts for each applicable pollutant.

The San Joaquin Valley is currently designated as nonattainment for the National Ambient Air Quality Standard (NAAQS) for 8-hour ozone (revoked 1997, 2008 and 2015 standards), particulate matter under 2.5 microns in diameter (PM2.5) (1997, 2006 and 2012 standards); and has a maintenance plan for particulate matter under 10 microns in diameter (PM-10).

State Implementation Plans have been prepared to address ozone, PM-10 and PM2.5:

- The 2016 Ozone Plan (2008 standard) was adopted by the Air District on June 16, 2016, and subsequently adopted by ARB on July 21, 2016. EPA found the new ozone budgets adequate on June 29, 2017 (effective July 14, 2017). In response to recent court decisions regarding the baseline RFP year, CARB adopted the revised 2008 ozone conformity budgets as part of the *2018 Updates to the California State Implementation Plan* (2018 SIP Update) on October 25, 2018. EPA approved the 2016 Ozone Plan and the budgets on March 25, 2019. Then in response to federal CRA actions, CARB adopted the *2026 Updates to Motor Vehicle Emissions Budgets for the 75 parts per billion Ozone State Implementation Plan* on March 26, 2026. EPA proposed approval of the new 2008 ozone SIP budgets on July 9, 2026. Final approval is anticipated in early October 2026 with an effective date prior to December 16, 2026.

- Option 2: 2022 Ozone Plan (2015 standard) was adopted by CARB on January 26, 2023 and subsequently submitted for EPA review. In response to federal CRA actions, CARB adopted *2026 Extreme Ozone SIP Revision* on July 23, 2026. EPA action is not expected in 2026. Therefore, this option was not necessary for the final conformity analysis.

- The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).

- The 2016 PM2.5 Plan and portions of the 2018 PM2.5 Plan (2012 Standard, moderate) was approved by EPA on November 26, 2021 (effective December 27, 2021).

- The 2018 PM2.5 Plan was partially approved by EPA on July 22, 2020 (effective as of publication) inclusive of the revised conformity budgets and trading mechanism for the 2006 24-hr PM2.5 standard. Then on November 26, 2021, EPA partially disapproved the original SIP submittal dealing with 1997 annual PM2.5 nonattainment. In response, CARB submitted a 2021 revision to the 2018 PM2.5 Plan demonstrating attainment by 2023. On January 28, 2022, EPA approved 2018 PM2.5 Plan portion dealing with the 1997 24-hour PM2.5 standard and determined that the SJV attained the standard by the December 31, 2020, deadline (effective February 28, 2022). On December 14, 2023, EPA approved the 1997 annual PM2.5 budgets and trading mechanism for attainment year 2023, effective January 16, 2024. Note that CARB withdrew 2018 PM2.5 Plan portions dealing with 2012 serious PM2.5 standards on October 27, 2022; therefore, moderate area budgets continue to apply. On November 16, 2024, EPA finalized its approval to extend the attainment deadline for the 1997 annual PM2.5 standards by one year to December 31, 2024.

EPA's March 2015 final rule implementing the 2008 Ozone Standard also revoked the 1997 Ozone Standard for transportation conformity purposes. This revocation became effective April 6, 2015. On February 16, 2018, the U.S. Court of Appeals ruled against parts of the EPA's 2015 Ozone Implementation Rule related to the revocation of the 1997 ozone standard and the relevant "anti-backsliding" requirements. However, according to the *Transportation Conformity Guidance for the South Coast II Court Decision*, nonattainment areas with existing 2008 ozone conformity budgets are not required to address the 1997 ozone standards for conformity purposes.

EPA designated the San Joaquin Valley nonattainment area for the 2008 Ozone Standard, effective July 20, 2012. Transportation conformity applies one year after the effective date (July 20, 2013). Federal approval for the eight SJV MPO's 2008 Ozone standard conformity demonstrations was received on July 8, 2013.

On June 4, 2018 EPA published final designations classifying the San Joaquin Valley as "extreme" nonattainment for 2015 ozone with an attainment deadline of 2038, effective August 3, 2018. Transportation conformity applies one year after the effective date or August 3, 2019. It is important to note that the 2015 ozone standard nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 2008 ozone standard.

In addition, on May 4, 2016, the Eastern portion of Kern County, the Mojave Desert, was designated nonattainment for the 2008 ozone standard and classified "moderate" with an attainment date July 20, 2018. ARB adopted the Eastern Kern 2017 Ozone Plan on September 28, 2017 including a request to reclassify the area to "serious" nonattainment for the 2008 ozone standard. On July 5, 2018, EPA approved the reclassification request to "serious" including the new attainment deadline of 2021. On June 25, 2021, the Eastern Kern 2017 Ozone Plan was approved by EPA (effective July 26, 2021). On May 15, 2021, CARB sent a letter to EPA requesting voluntary reclassification request for Eastern Kern from "serious" "severe" nonattainment for the 2008 ozone standard with a new attainment date of 2026. EPA approved the reclassification request in June, effective July 7, 2021.

On June 4, 2018, EPA issued final designations classifying Eastern Kern as "moderate" non-attainment for the 2015 ozone standard with an attainment date of 2024. On May 15, 2021, CARB sent a letter to EPA requesting voluntary reclassification request for Eastern Kern for the 2015 8-hour ozone standard from "moderate" to "serious" nonattainment with an attainment date of 2026. EPA approved the bump up on October 28, 2021. It is important to note that the 2015 ozone standard nonattainment area boundary for Eastern Kern is exactly the same as the nonattainment area boundary for the 2008 ozone standard.

On November 13, 2009, EPA published Air Quality Designations for the 2006 24-hour PM2.5 standard, effective December 14, 2009. Nonattainment areas are required to meet the standard by 2014; transportation conformity began to apply on December 14, 2010. On January 20, 2016 EPA published *Designation of Areas for Air Quality Planning Purposes; California; San Joaquin Valley; Reclassification as Serious Nonattainment for the 2006 PM2.5 NAAQS* finalizing SJV reclassification to Serious nonattainment effective February 19, 2016. Nonattainment areas are required to meet the standard as expeditiously as practicable, but no later than December 31, 2019. It is important to note that the 2006 24-hour PM2.5 nonattainment area boundary for the San Joaquin Valley is exactly the same as the nonattainment area boundary for the 1997 annual PM2.5 standard.

EPA's nonattainment area designations for the new 2012 PM2.5 standards became effective on April 15, 2015. Conformity for a given pollutant and standard applies one year after the effective date (April 15, 2016). It is important to note that the 2012 PM2.5 standards nonattainment area boundary for the San Joaquin Valley are exactly the same as the nonattainment area boundary for the 1997 annual PM2.5 standard.

On July 29, 2016, EPA released its *Final Rule for Implementing National Ambient Air Quality Standards for Fine Particles.* According to the implementation rule, areas designated as nonattainment for the 1997 PM 2.5 standards, must continue to demonstrate conformity to these standards until attainment. In the San Joaquin Valley, the 1997 standards (both 24-hour and annual) continue to apply.

D. CONFORMITY TEST REQUIREMENTS

The conformity (Section 93.109(c)–(k)) rule requires that either a table or text description be provided that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. In addition, documentation regarding which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years is required.

Specific conformity test requirements established for the San Joaquin Valley nonattainment areas for ozone, and particulate matter are summarized below.

Section 93.124(d) of the 1997 Final Transportation Conformity regulation allows for conformity determinations for sub-regional emission budgets by MPOs if the applicable implementation plans (or implementation plan submission) explicitly indicates an intent to create such sub-regional budgets for the purpose of conformity. In addition, Section 93.124(e) of the 1997 rules states: "…if a nonattainment area includes more than one MPO, the implementation plan may establish motor vehicle emission budgets for each MPO, or else the MPOs must collectively make a conformity determination for the entire nonattainment area." Each applicable implementation plan and estimate of baseline emissions in the San Joaquin Valley provides motor vehicle emission budgets by county, to facilitate county-level conformity findings.

OZONE (2008 AND 2015 STANDARDS)

The San Joaquin Valley currently violates both the 2008 and 2015 ozone standards; thus the conformity determination includes all corresponding analyses (see discussion under Air Quality Designations Applicable to the San Joaquin Valley above). Under the existing conformity regulations, regional emissions analyses for ozone areas must address nitrogen oxides (NOx) and volatile organic compounds (VOC) precursors. It is important to note that in California, reactive organic gases (ROG) are considered equivalent to and are used in place of volatile organic compounds (VOC).

EPA's final rule implementing the 2008 ozone standard also revoked the 1997 ozone standard for transportation conformity purposes. This revocation became effective April 6, 2015. Current federal guidance does not require 2008 ozone nonattainment areas to address the 1997 ozone standard for conformity purposes.

On March 25, 2019, EPA published a final rule approving the 2008 ozone conformity budgets and the *2018 Updates to the California State Implementation Plan.* The EPA final rule identified both reactive organic gases (ROG) and nitrogen oxides (NOx) subarea budgets in tons per average summer day for each MPO in the nonattainment area.

On June 12, 2025, President Trump signed joint resolutions of disapproval under the Congressional Review Act (CRA) for preemption waivers that the EPA had previously issued pursuant to Clean Air Act (CAA) Section 209, including for the Advanced Clean Trucks (ACT), Zero-Emission Airport Shuttle, Heavy-Duty Vehicle Engine Emission Warranty and Maintenance Provisions (Warranty Phase 1), and Heavy-Duty Omnibus (Omnibus) regulations. Each resolution provided that the corresponding waiver "shall have no force or effect." Accordingly, these regulations were preempted by the CAA, meaning that California was no longer able to enforce or attempt to enforce the regulations, and that estimated emissions reductions attributed to the regulations could not be used for the CAA purposes of transportation conformity. The estimated emission reductions attributed to these regulations were included in baseline calculations for California's EMFAC2021 model, which was the only emissions model approved for transportation conformity and SIP emission inventory purposes. Certain San Joaquin Valley State Implementation Plans (SIPs) that were pending EPA review, including the 2022 Ozone SIP (2015 standard), could no longer meet federal requirements since they included estimated emission reductions attributed to the disapproved regulations. In response, CARB developed and submitted to the EPA off-model adjustment factors that removed estimated emissions benefits attributed to ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus regulations from EMFAC2021. On November 21, 2025, EPA approved the off-model adjustment factors. As such, EMFAC2021 with the adjustment factors was approved as the latest approved method for modeling emissions available in California, per 40 CFR 93.111.

On March 26, 2026, CARB adopted revised conformity budgets for the 2008 ozone standard (75 ppb) to ensure the SJV MPOs can pass conformity and to comply with the new requirements due to CRA actions. EPA proposed to approve the revised budgets on July 9, 2026 with final action anticipated in October 2026.

The San Joaquin Valley 2022 Ozone Plan addressing 2015 ozone standard (70 ppb) was adopted by the Air District Board in December of 2022 and submitted for EPA review in February 2023. EPA did not act on the plan prior to CRA actions; therefore, CARB has to resubmit the revised 2022 Ozone SIP, inclusive of new conformity budgets incorporating EMFAC2021 off-model adjustments. On July 23, 2026, CARB adopted the *2026 Extreme Ozone SIP Revision* including new 2015 ozone budgets for the San Joaquin Valley nonattainment area. The draft conformity analysis for the 2027 FTIP and 2026 RTP assumed two potential options: Option 1 - new 2015 ozone standard budgets will not become effective in time of FTIP/RTP approval; and Option 2 – EPA will act on the revised 2015 ozone budgets by December 16, 2026, which is when the current FTIP/RTP expire. However, only Option 1 was adopted by KCOG as the final conformity analysis.

Option 1 – 2015 Ozone Standard SIP is NOT approved by EPA prior to SJV transportation plans expiring:

If the new 2015 ozone standard SIP budgets do not become effective before this conformity analysis is approved by FHWA, the SJV MPOs will conduct demonstrations for both 2008 and 2015 ozone standards using subarea emissions budgets as established in the *2026 Updates to Motor Vehicle Emissions Budgets for the 75 parts per billion Ozone State Implementation Plan*. The SIP revision was proposed to be approved by EPA on July 9, 2026, with final publication expected in October 2026 and budgets effective prior to December 16, 2026

In accordance with Section 93.109(c)(2) of the conformity rule and the 2015 Ozone Transportation Conformity Guidance, if a 2015 ozone nonattainment area has adequate or approved SIP budgets that address the 2008 ozone standard, it must use the budget test until new 2015 ozone standard budgets are found adequate or approved.

The conformity budgets from the *2026 Updates to Motor Vehicle Emissions Budgets for the 75 parts per billion Ozone State Implementation Plan* are provided in Table 1-1 below. These budgets will be used to compare emissions resulting from the 2027 FTIP and the 2026 RTP.

Table 1-1:
On-Road Motor Vehicle 2008 and 2015 Ozone Standard Emissions Budgets
(summer tons/day)

	2026		2029		2031	
County	**ROG**	**NOx**	**ROG**	**NOx**	**ROG**	**NOx**
Fresno	4.4	8.4	3.9	7.8	3.6	7.6
Kern (SJV)	3.7	10.6	3.3	10.3	3.1	10.3
Kings	0.8	2.1	0.7	2.1	0.7	2.1
Madera	0.9	1.9	0.8	1.7	0.7	1.6
Merced	1.5	4.6	1.3	4.3	1.2	4.3
San Joaquin	3.5	6	3.1	5.5	2.8	5.2
Stanislaus	2.4	3.9	2.1	3.5	1.9	3.3
Tulare	2.2	3.6	1.9	3.2	1.7	3.1

[(a)] Note that 2008 ozone budgets were established by rounding up each county's emissions totals to the nearest tenth of a ton.

Option 2 – 2015 Ozone Standard SIP is approved and conformity budgets are effective prior to SJV transportation plans expiring:

If EPA acts on the new 2015 Ozone SIP budgets prior to 2027 FTIP/2026 RTP approval, the SJV MPOs will demonstrate conformity to each ozone standard separately. For the 2008 ozone standard, the budgets shown in Table 1-1 will be used. For the 2015 ozone standard, the SJV MPOs will use the area-wide budgets from the *2026 Extreme Ozone SIP Revision* adopted by CARB on May 28, 2026 and as shown in Table 1-2.

Table 1-2:
On-Road Motor Vehicle 2015 Ozone Standard Emissions Budgets – Area-Wide
(summer tons/day)

Area	2026		2029		2032		2035		2037	
	ROG	**NOx**	**ROG**	**NOx**	**ROG**	**NOx**	**ROG**	**NOx**	**ROG**	**NOx**
SJV Total	19.1	34	16.8	30	14.9	27	14.0	27	13.4	27

[(a)] Note that 2015 ozone budgets are rounded up to the nearest tenth of a tpd for emissions higher than 20 tpd, and to the nearest tenth of a tpd for emissions lower than 20 tpd.

Due to the timing of the SIP review and approval, this conformity analysis documents how Kern Council of Governments meets federal transportation conformity requirements for 2015 ozone using both options described above. However, the final conformity analysis adopted by KCOG relies on Option 1 given that federal action on the 2022 Ozone SIP revisions (2015 standard) did not occur prior to December 16, 2026.

PM-10

The 2007 PM-10 Maintenance Plan (as revised in 2015) was conditionally approved by EPA on July 8, 2016 (effective September 30, 2016), which contains motor vehicle emission budgets for PM-10 and NOx, as well as a trading mechanism. Motor vehicle emission budgets are established based on average annual daily emissions. The motor vehicle emissions budget for PM-10 includes regional re-entrained dust from travel on paved roads, vehicular exhaust, travel on unpaved roads, and road construction. The conformity budgets from Table 2 of the August 12, 2016 Federal Register are provided in Table 1-3 below and will be used to compare emissions for each analysis year resulting from 2027 FTIP and 2026 RTP.

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NOx to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the 2005 budget for PM-10 with a portion of the 2005 budget for NOx, and use these adjusted motor vehicle emissions budgets for PM-10 and NOx to demonstrate transportation conformity with the PM-10 SIP for analysis years after 2005. As noted above, EPA approved the 2007 PM-10 Maintenance Plan (with minor technical corrections to the conformity budgets) on July 8, 2016, which includes continued approval of the trading mechanism.

The trading mechanism will be used only for conformity analyses for analysis years after 2005. To ensure that the trading mechanism does not impact the ability to meet the NOx budget, the NOx emission reductions available to supplement the PM-10 budget shall only be those remaining after the NOx budget has been met.

Table 1-3:
On-Road Motor Vehicle PM-10 Emissions Budgets
(tons per average annual day)

County	2020[(b)]	
	PM-10	**NOx**
Fresno	7.0	25.4
Kern[(a)]	7.4	23.3
Kings	1.8	4.8
Madera	2.5	4.7
Merced	3.8	8.9
San Joaquin	4.6	11.9
Stanislaus	3.7	9.6
Tulare	3.4	8.4

[(a)]Kern County subarea includes only the portion of Kern County within the San Joaquin Valley Air Basin.
[(b)] Note that EPA did not take action on the 2005 budgets of the 2007 PM10 Maintenance Plan (as revised in 2015). These budgets are not in the timeframe of this conformity analysis.

PM2.5

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM2.5 must address all standards in the conformity determination. The San Joaquin Valley currently violates both the 1997 annual and 24-hour and 2012 annual PM2.5 standards and the 2006 24-hour PM2.5 standards; thus the conformity determination includes all corresponding analyses (see discussion under Air Quality Designations Applicable to the San Joaquin Valley above).

The 2016 PM2.5 Plan addressing moderate area requirements for the 2012 PM2.5 standard was adopted by the San Joaquin Valley Air District on September 15, 2016. The 2018 PM2.5 Plan addressing 1997, 2006 and 2012 PM2.5 standards was adopted by the San Joaquin Valley Air District on November 15, 2018 and California Air Resources Board on January 24, 2019, and subsequently submitted for EPA review together with the 2016 Moderate PM2.5 Plan and reclassification to serious request. EPA approved SIP portions dealing with the moderate 2012 PM2.5 standard on November 26, 2021 (effective December 27, 2021). Note that CARB withdrew 2018 PM2.5 Plan portions dealing with the serious 2012 PM2.5 standard on October 27, 2022; therefore, moderate area budgets continue to apply.

On July 22, 2020, EPA published final rule approving 2018 PM2.5 SIP elements that pertain to 2006 24-hour PM2.5 standard serious area nonattainment (effective as of publication). Then on January 28, 2022, EPA approved 2018 PM2.5 Plan portion dealing with the 1997 24-hour PM2.5 standard and determined that the SJV attained the standard by the December 31, 2020 deadline (effective February 28, 2022).

While EPA partially disapproved the original SIP submittal dealing with 1997 annual PM2.5 nonattainment on November 26, 2021. CARB has submitted the 2021 revision to the 2018 PM2.5 Plan in the same month demonstrating attainment by 2023. On February 10, 2022, EPA found the 1997 annual PM2.5 budgets adequate, effective February 25, 2022. On December 14, 2023, EPA issued final approval of the remaining 1997 annual PM2.5 Plan elements (except for the contingency measures), including conformity budgets and the trading mechanism. On October 4, 2024, EPA finalized its approval of contingency measure SIP revisions submitted by the Air District and CARB earlier that year.

On May 23, 2024, CARB submitted a request for one-year extension of the attainment deadline for the 1997 PM2.5 annual standards from December 31, 2023 to December 31, 2024. On November 19, 2024, EPA issued a final rule approving the one-year extension, effective December 19, 2024. 2023 budgets continue to apply. However, on February 24, 2026, the Ninth Circuit remanded the decision without vacatur stating the EPA had authority under the Clean Air Act to grant the extension, but was prohibited by their PM2.5 SIP implementation rule. The Court remand permits EPA to take action consistent with the decision.

1997 (24-hour and annual) Standards

The 2018 PM2.5 Plan contains motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions, as well as a trading mechanism. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and

road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes. The applicable conformity budgets are provided in Table 1-4 for the 1997 annual and 24-hour PM2.5 standards and will be used to compare emissions resulting from the 2027 FTIP and the 2026 RTP.

Table 1-4:
On-Road Motor Vehicle 1997 (24-hour and annual) PM2.5 Standard Emissions Budgets
(tons per average annual day)

	2020		2023	
County	**PM2.5**	**NOx**	**PM2.5**	**NOx**
Fresno	0.9	25.3	0.8	15.1
Kern (SJV)	0.8	23.3	0.7	13.3
Kings	0.2	4.8	0.2	2.8
Madera	0.2	4.2	0.2	2.5
Merced	0.3	8.9	0.3	5.3
San Joaquin	0.6	11.9	0.6	7.6
Stanislaus	0.4	9.6	0.4	6.1
Tulare	0.4	8.5	0.4	5.2

The 2018 PM2.5 SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM2.5 using a 6.5 to 1 ratio on an annual basis and a 2 to 1 ratio on a 24-hr basis. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM2.5 with a portion of the applicable corresponding budget for NOx, and use these adjusted motor vehicle emissions budgets for PM2.5 and NOx to demonstrate transportation conformity with the 2018 PM2.5 SIP. To ensure that the trading mechanism does not impact the ability to meet the NOx budget, the NOx emission reductions available to supplement the PM2.5 budget shall only be those remaining after the NOx budget has been met. The trading mechanism for the 24-hour and annual PM2.5 was approved by EPA on January 28, 2022 and December 14, 2023 respectively.

On January 29, 2026, EPA took final action to determine the Valley attained the 1997 annual PM2.5 standard by the December 31, 2024, attainment date. District and CARB are working on a redesignation request and maintenance plan for both 1997 PM2.5 standards.

2012 Annual PM2.5 Standard (Moderate and Serious)

On November 26, 2021, EPA published final approval of the moderate area SIP budgets for the 2012 PM2.5 standard contained in the 2016 Moderate Area PM2.5 Plan and portions of the 2018 PM2.5 plan that pertain to the moderate requirements for the 2012 PM2.5 standard. The approval also included reclassification to serious. On December 29, 2021, EPA proposed approval of the SIP elements and conformity budgets that pertain to the 2012 annual PM2.5 serious area requirements (final action expected by end of the year). CARB withdrew 2018 PM2.5 Plan portions dealing with

the serious 2012 PM2.5 standard on October 27, 2022. The 2024 Plan for annual 2012 PM2.5 standards (serious) was adopted by CARB on July 25, 2024 and submitted for EPA review on August 22, 2024; EPA approval is pending at this time. Until the new 2012 serious area PM2.5 standard budgets are found adequate or approved, the SJV will conduct conformity determination for the 2012 annual PM2.5 standard using budgets established in the 2018 PM2.5 Plan for moderate nonattainment. The conformity budgets from the November 26, 2021 Federal Register are provided in Table 1-5 will be used to compare emissions resulting from 2027 FTIP and 2026 RTP.

Table 1-5:
On-Road Motor Vehicle 2012 (annual) PM2.5 Standard Emissions Budgets (Moderate)
(tons per average annual day)

	2022	
County	**PM2.5**	**NOx**
Fresno	0.9	21.2
Kern (SJV)	0.8	19.4
Kings	0.2	4.1
Madera	0.2	3.5
Merced	0.3	7.6
San Joaquin	0.6	10.0
Stanislaus	0.4	8.1
Tulare	0.4	6.9

The 2018 PM2.5 SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM2.5 using a 6.5 to 1 ratio on an annual basis. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM2.5 with a portion of the applicable corresponding budget for NOx and use these adjusted motor vehicle emissions budgets for PM2.5 and NOx to demonstrate transportation conformity with the 2018 PM2.5 SIP.

2006 24-Hour PM2.5 Standard

The 2018 PM2.5 Plan addressing 1997, 2006 and 2012 PM2.5 standards was adopted by the San Joaquin Valley Air District on November 15, 2018 and then by CARB on January 24, 2019. On March 27, EPA published a proposed rule approving portions of the 2018 PM2.5 Plan, including the 2006 PM2.5 conformity budgets and trading mechanism. Final rule on sections that pertain to 2006 24-hour PM2.5 standard serious area nonattainment was published on July 22, 2020.

The 2018 PM2.5 Plan for the 2006 PM2.5 standard contains motor vehicle emission budgets for PM2.5 and NOx established based on average winter daily emissions, as well as a trading mechanism. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included

in the motor vehicle emission budgets for conformity purposes. The conformity budgets from the March 27, 2020 Federal Register, Table 14 are provided in Table 1-6 below and will be used to compare emissions resulting from the 2027 FTIP and the 2026 RTP.

Table 1-6
On-Road Motor Vehicle 2006 24-Hour PM2.5 Standard Emissions Budgets
(tons per average winter day)

	2020		2023		2024	
County	**PM2.5**	**NOx**	**PM2.5**	**NOx**	**PM2.5**	**NOx**
Fresno	0.9	25.9	0.8	15.5	0.8	15.0
Kern (SJV)	0.8	23.8	0.7	13.6	0.7	13.4
Kings	0.2	4.9	0.2	2.9	0.2	2.8
Madera	0.2	4.4	0.2	2.6	0.2	2.5
Merced	0.3	9.1	0.3	5.5	0.3	5.3
San Joaquin	0.6	12.3	0.6	7.9	0.6	7.6
Stanislaus	0.4	9.8	0.4	6.2	0.4	6.0
Tulare	0.4	8.7	0.4	5.3	0.4	5.1

The 2018 PM2.5 SIP includes a trading mechanism that allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM-2.5 using a 2 to 1 ratio on a 24-hour, wintertime basis. The trading mechanism allows the agencies responsible for demonstrating transportation conformity in the San Joaquin Valley to supplement the applicable budget for PM2.5 with a portion of the applicable corresponding budget for NOx, and use these adjusted motor vehicle emissions budgets for PM2.5 and NOx to demonstrate transportation conformity with the PM2.5 SIP.

E. ANALYSIS YEARS

The conformity regulation (Section 93.118[b] and [d]) requires documentation of the years for which consistency with motor vehicle emission budgets must be shown. In addition, any interpolation performed to meet tests for years in which specific analysis is not required need to be documented.

For the selection of the horizon years, the conformity regulation requires: (1) that if the attainment year is in the time span of the transportation plan, it must be modeled; (2) the last year forecast in the transportation plan must be a horizon year; and (3) horizon years may not be more than ten years apart. In addition, the conformity regulation requires that conformity must be demonstrated for each year for which the applicable implementation plan specifically establishes motor vehicle emission budgets, unless its outside of the timeframe for the conformity analysis.

Section 93.118(b)(2) clarifies that when a maintenance plan has been submitted, conformity must be demonstrated for the last year of the maintenance plan and any other years for which the

maintenance plan establishes budgets in the time frame of the transportation plan. Section 93.118(d)(2) indicates that a regional emissions analysis may be performed for any years, the attainment year, and the last year of the plan's forecast. Other years may be determined by interpolating between the years for which the regional emissions analysis is performed.

Section 93.118(d)(2) indicates that the regional emissions analysis may be performed for any years in the time frame of the transportation plan provided they are not more than ten years apart and provided the analysis is performed for the attainment year (if it is in the time frame of the transportation plan) and the last year of the plan's forecast period. Emissions in years for which consistency with motor vehicle emissions budgets must be demonstrated, as required in paragraph (b) of this section (i.e., each budget year), may be determined by interpolating between the years for which the regional emissions analysis is performed. Table 1-7 below provides a summary of conformity analysis years that apply to this conformity analysis.

Table 1-7:
San Joaquin Valley Conformity Analysis Years

Pollutant	Budget Years[1]	Attainment/ Maintenance Year	Intermediate Years	RTP Horizon Year
2008 Ozone	2026/2029	2031	2046	2049
2015 Ozone	2026/2029/2032/2035	2037[2]	2046	2049
PM-10	NA	2020	2027/2037/ 2046	2049
1997 24-hour PM2.5	NA	2020	2027/ 2037/2046	2049
1997 Annual PM2.5	NA	2023	2027/2037	2049
2012 Annual PM2.5 (Moderate and Serious)	NA	2022/2025[3]	2027/ 2037	2049
2006 24-hour PM2.5	2020/2023	2024	2027/2037	2049

[1]Budget years that are not in the time frame of the transportation plan/conformity analysis are not included as analysis years (e.g., 2020, 2023, 2024, 2025), although they may be used to demonstrate conformity. Some of the early RFP year budgets were not acted on by EPA since they were not applicable.
[2]2031 is the attainment year for the 2008 ozone standard. 2037 is the attainment year for the 2015 ozone standard.
[3]2022 is the attainment year for the moderate 2012 PM2.5 standard (not in the timeframe of this analysis). 2025 is the attainment year for the serious 2012 PM2.5 standard.

For the 2008 ozone standard, the San Joaquin Valley has been classified as an extreme nonattainment area with an attainment date of July 20, 2032. In accordance with the March 2015 *Implementation of the 2008 National Ambient Air Quality Standards for Ozone: State Implementation Plan Requirements* final rule, the attainment year of 2031 must be modeled. When using the budget test, the attainment year of the 2008 ozone standard must be analyzed (i.e. 2031).

For the 2015 ozone standard, the San Joaquin Valley has been classified as an extreme nonattainment area with an attainment date of August 3, 2038. In accordance with the December 2018 final rule, *Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area State Implementation Plan Requirements*, the attainment year of 2037 must be modeled. When using the budget test, the attainment year of the 2015 ozone standard must be analyzed (i.e. 2037).

The Clean Air Act requires all states to attain the 1997 PM2.5 standards as expeditiously as practicable beginning in 2010, but by no later than April 5, 2010 unless EPA approves an attainment date extension. States must identify their attainment dates based on the rate of reductions from their control strategies and the severity of the PM2.5 problem. The 2018 PM2.5 SIP addresses attainment of the 1997 24-hour PM2.5 standard (serious) by 2020 and was approved by EPA on January 28, 2022 (effective February 28, 2022). The attainment year is not in the timeframe of this conformity analysis. On February 10, 2022, EPA found the serious area 1997 annual PM2.5 budgets for attainment year 2023 adequate (effective February 25, 2022) and issues final approval inclusive of the trading mechanism on December 14, 2023. Then on May 23, 2024, CARB submitted a request for one-year extension of the attainment deadline for the 1997 PM2.5 annual standards from December 31, 2023 to December 31, 2024. On November 19, 2024, EPA issued a final rule approving the one-year extension, effective December 19, 2024. The 2023 conformity budgets still apply but the attainment year is not in the timeframe of this conformity analysis.

On January 20, 2016, EPA finalized reclassification of the San Joaquin Valley to Serious nonattainment for the 2006 24-hour PM2.5 Standard. On August 16, 2016, the 2012 PM2.5 Plan was approved by EPA, effective September 30, 2016, inclusive of new conformity budgets and trading mechanism for the 2006 24-hour PM2.5 standard with a requirement to attain the standard as expediously as practicable and no later than December 31, 2019. In 2019, CARB submitted an attainment deadline extension request as part of the 2018 PM2.5 Plan. Final rule on 2018 PM2.5 SIP sections that pertain to 2006 24-hour PM2.5 standard Serious area nonattainment was released on July 22, 2020. The attainment year is not in the timeframe of this conformity analysis.

On January 15, 2015, EPA classified the San Joaquin Valley as Moderate nonattainment for the 2012 PM2.5 Standards. On November 26, 2021, EPA issued final rule approving the Moderate Area 2016 PM2.5 Plan, portions of the 2018 PM2.5 SIP pertaining to moderate nonattainment of the 2012 PM2.5 standards, and the reclassification request to serious nonattainment. The San Joaquin Valley 2018 PM2.5 Plan includes serious area budgets for the 2012 PM2.5 standards with an attainment deadline of 2025; therefore, the attainment year 2025 must be modeled.

F. AIR QUALITY DESIGNATIONS APPLICABLE TO THE OTHER AREAS OF KERN COUNTY

In addition to the San Joaquin Valley planning area, Kern County also includes three other non-attainment areas – (1) the federally designated Mojave Desert (Eastern Kern), (2) portions of the Indian Wells Valley Planning Area, and (3) the portion of the San Joaquin Valley PM-10 nonattainment area that lies within the Kern County Air Pollution Control District that has been labeled as the East Kern PM-10 Area (or PM10 Sliver). The conformity analysis for the 2027 FTIP and 2026 RTP also includes analysis of existing and future air quality impacts for each applicable pollutant.

The Eastern Kern area is currently designated as nonattainment for the National Ambient Air Quality Standards (NAAQS) for 2008 and 2015 8-hour ozone; whereas the Indian Wells Valley Planning area is designated as a maintenance area for PM-10; and there is an additional East Kern PM-10 Area. The Kern County Air Pollution Control District is responsible for air quality plan development for these areas. State Implementation Plans have been prepared to address 8-hour ozone in Eastern Kern County, and PM-10 in the Indian Wells:

- EPA published final approval of the Eastern Kern 2017 Ozone Plan on June 25, 2021, inclusive of the transportation conformity budgets (effective July 26, 2021).
- Indian Wells Valley Second 10-Year PM10 Maintenance Plan was approved by EPA on January 18, 2023 (effective February 17, 2023).

On May 4, 2016, EPA reclassified Eastern Kern to "moderate" nonattainment for the 2008 ozone standard with a new attainment date of July 20, 2018 (effective June 3, 2016). The Eastern Kern 2017 Ozone Attainment Plan was adopted by the Eastern Kern Air Pollution District on July 27, 2017. ARB adopted the 2017 Ozone Plan on September 28, 2017, including a request to reclassify the area to "serious" nonattainment, and subsequently submitted the Plan for EPA review. On July 5, 2018, EPA approved the reclassification request to serious, including the new attainment date of 2021. EPA published final approval for the Eastern Kern 2017 Ozone Plan on June 25, 2021 (effective July 26, 2021). Subsequently, on May 15, 2021, CARB sent a letter to EPA requesting voluntary reclassification request for Eastern Kern from serious to severe. EPA approved reclassification request to severe in June 2021, effective July 7, 2021. Accordingly, the new attainment year of 2026 must be modeled.

On June 4, 2018, EPA published final designations for the 2015 ozone standard classifying Eastern Kern as "moderate" nonattainment with a new attainment date of 2024. In accordance with the December 2018 final rule, *Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area State Implementation Plan Requirements*, the attainment year of 2023 must be modeled. Subsequently, on May 15, 2021, CARB sent a letter to EPA requesting voluntary reclassification request for Eastern Kern for the 2015 8-hour ozone standard from moderate to serious. EPA approved the reclassification request on October 28, 2021. When using the budget test, the attainment year for the 2015 ozone standard must be analyzed (i.e. 2026 for serious). According to the 2015 ozone implementation rules, areas designated nonattainment for 2015 ozone standards are required to use any existing adequate or approved SIP motor vehicle emissions budgets for a prior ozone standard until budgets for the 2015 ozone standard are either found adequate or approved; thus, the Eastern Kern 2017 Ozone Plan conformity budgets will be used to demonstrate conformity with the 2015 8-hour ozone standards.

The 2023 8-Hour Ozone SIP addressing both the 2008 and 2015 ozone standards was adopted by CARB Board at the June 22, 2023 public meeting and subsequently submitted for EPA review. Since the SIP contains statewide measures impacted by the 2025 CRA actions, the Eastern Kern Air District and CARB are developing a revised SIP. Currently, existing conformity budgets from the 2017 Ozone Plan continue to apply.

While there is a 2007 PM-10 Maintenance Plan for the San Joaquin Valley, it does not address the portion of the nonattainment area under the jurisdiction of Kern County APCD (East Kern PM-10 Area). It is important to note that EPA has not designated any area beyond the San Joaquin Valley

portion of Kern County as nonattainment for the 1997 PM2.5 standards or the 2006 24-hour PM2.5 standard.

G. CONFORMITY TEST REQUIREMENTS

OZONE

Under the existing conformity regulation, regional emissions analyses for ozone areas must address nitrogen oxides (NOx) and volatile organic compounds (VOC) precursors. The motor vehicle emission budgets for ozone are specified in the Eastern Kern 2017 Ozone SIP in tons per average summer day. The 2020 motor vehicle emission budgets for ROG and NOx from the June 25, 2021 Federal Register are provided in the table below.

Table 1-8:
Mojave Desert (Eastern Kern County)
Ozone Emissions Budgets
(summer tons / day)

	2020	
County	**ROG**	**NOx**
Kern – Mojave Desert	1.3	3.6

PM-10

The new motor vehicle emissions budgets for PM-10 are specified in the Indian Wells Valley Second 10-Year PM10 Maintenance Plan. EPA finalized approval of this Plan on January 18, 2023, effective February 17, 2023. The budgets for 2020 and 2025 from January 18, 2023 Federal Register will be used to compare with each analysis year emissions, as shown in Table 1-9 below. Emission budgets include vehicle exhaust, as well as dust from paved and unpaved roads, and construction activities.

Table 1-9:
Kern County Indian Wells Valley Area
PM-10 Emissions Budgets (tons/day)

County	**2020**	**2025**
Kern – Indian Wells Valley	0.4	0.5

In addition, the San Joaquin Valley PM-10 nonattainment area includes a portion of Kern County that is not addressed in the PM-10 Second Maintenance Plan. This area is now under the jurisdiction of the Kern County APCD and has been labeled the East Kern PM-10 Area. This area currently has no PM-10 air quality plan. Under this scenario, the conformity regulation requires that the PM-10 nonattainment area use the interim emissions tests, which include either the

"Action" scenario less than the "Baseline" scenario (Build vs. No-Build) or the "Action" scenario less than baseline emissions (Build vs. 1990). The regional emissions analysis must only address PM-10, since neither VOC nor NOx precursors have been found to be a significant contributor to the PM-10 nonattainment problem in this area. Analysis year requirements are addressed under Section 93.119(g)(1) of the conformity regulation, nonattainment areas using interim emission tests are required to perform a regional emissions analysis for the following years:

- A year no more than 5 years beyond the year in which the conformity determination is made (e.g., 2027);
- The last year of the transportation plan's forecast period (e.g., 2049); and
- Any additional years within the time frame of the transportation plan so that analysis years are no more than 10 years apart (e.g., 2037, 2046).

Section 93.119(g)(2) of the conformity regulation indicates that a regional emissions analysis would not be required for analysis years in which the transportation projects and planning assumptions in the "Action" and "Baseline" scenarios are exactly the same. In such case, the interim test can be satisfied by documenting that the transportation projects and planning assumptions in both scenarios are exactly the same, and consequently, the emission predicted in the "Action" scenario are not greater than the emissions predicted in the "Baseline" scenario for such analysis years.

H. ANALYSIS YEARS

A summary of the analysis years resulting from the above-described rules and guidance for this Conformity Analysis is provided below.

Table 1-10:

Other Portions of Kern County Conformity Analysis Years

Pollutant	Budget Years	Attainment/ Maintenance Year[1]	Intermediate Years	RTP Horizon Year
E. Kern 2008 and 2015 Ozone	2020	2026	2027/2037/2046	2049
Indian Wells Valley PM-10	2020	2025	2027/2037/2046	2049
East Kern PM-10	NA	NA	2027/2037/2046	2049

[1]Budget years that are not in the time frame of the transportation plan/conformity analysis are not included as analysis years (e.g., 2020, 2026), although they may be used to demonstrate conformity.

CHAPTER 2: LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING

The Clean Air Act states that "the determination of conformity shall be based on the most recent estimates of emissions, and such estimates shall be determined from the most recent population, employment, travel, and congestion estimates as determined by the MPO or other agency authorized to make such estimates." On January 18, 2001, the USDOT issued guidance developed jointly with EPA to provide additional clarification concerning the use of latest planning assumptions in conformity determinations (USDOT, 2001).

According to the conformity regulation, the time the conformity analysis begins is "the point at which the MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions." The conformity analysis and initial emissions modeling began in December of 2025.

Key elements of the latest planning assumptions guidance include:

- Areas are strongly encouraged to review and strive towards regular five-year updates of planning assumptions, especially population, employment and vehicle registration assumptions.
- The latest planning assumptions must be derived from the population, employment, travel and congestion estimates that have been most recently developed by the MPO (or other agency authorized to make such estimates) and approved by the MPO.
- Conformity determinations that are based on information that is older than five years should include written justification for not using more recent information. For areas where updates are appropriate, the conformity determination should include an anticipated schedule for updating assumptions.
- The conformity determination must use the latest existing information regarding the effectiveness of the transportation control measures (TCMs) and other implementation plan measures that have already been implemented.

The Kern Council of Governments uses the Cube transportation model. The model was validated in 2025 for the 2023 base year. The Kern Council of Governments Policy Board accepted the latest planning assumptions, including socioeconomic data, forecasts, and travel model calibration, as described herein, in August 2025. The latest planning assumptions used in the transportation model validation and this conformity analysis are summarized in Table 2-1.

Table 2-1:
Summary of Latest Planning Assumptions for the Kern Council of Governments Conformity Analysis

Regulatory Citation	Modeling Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
§93.110(a),(b)	Population	Base Year: 2023 (Jan 1st) Source: The Kern COG policy board accepted population projections from the 2024-2050 Kern Regional Growth Forecast on April 18, 2024. Prepared by Placeworks chief economist	This data is disaggregated to the TAZ level using 2020 U.S. Census population and household data for input into the CUBE travel demand model for the base year validation. Projections use the Uplan Land Use Model for distribution of socio-economic data to the TAZ level based on local adopted general plans. Households and persons are cross-classified based on 2022-23 American Community Survey marginal and PUMS tables.	Regional Growth Forecast update is anticipated between 2027-29 for the 2030 RTP to be prepared by a consulting economist.
	Employment	Base Year: 2023 Source: The Kern COG policy board accepted employment projections from the 2024-2050 Kern Regional Growth Forecast on April 18, 2024. Prepared by Placeworks chief economist.		

Regulatory Citation	Modeling Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
§93.110(a); §93.122(b)(1)(iii)	Land Use Allocation	The Kern COG demographics and land use characteristics include updates to person per household, unit type, income, age group of householders. These characteristics were updated with 2022 ACS data and PUMS records for 2022 and 2023.	Land use is internally consistent with RTP transportation alternatives.	Updated every 4 years together with the demographic projections during the next RTP update cycle.

Regulatory Citation	Modeling Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
§93.122(b)(1)(i)	Travel Demand Model Structure	Four Step Trip Based Model, Cube Voyager, Validated to Base Year 2023	Trip Generation: The person trip generation rates were updated based on the 2023 CCTS and latest available research on post-COVID trip generation for non-residential/commercial land uses. Trip Distribution: The trip distribution model uses a gravity model equation to distribute trips to all TAZs, including a feedback loop for congested travel. Mode Choice: The model uses defined mode share percentages after trip generation and trip. Traffic Assignment: The model uses an iterative, capacity-restrained equilibrium assignment routine based on an implementation of the Frank-Wolfe algorithm.	Update every 4 years in sync with the demographic projection and Regional Plan updates.

Regulatory Citation	Modeling Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
§93.122(b)(1)(i)	Traffic Counts & Validation	Approximately 900 two-way traffic count locations from the Kern Regional Traffic Count Program (2023) were used in model validation.	Link-level and screenline validation conducted; functional class VMT evaluated.	Traffic counts are collected annually and used to update model validation every four years.
§93.122(b)(1)(iv),(b)(2)	Capacity-Sensitive Assignment & Speeds	The 2026 transportation model validation was based on highway speed data from the 2017 FHWA National Performance Monitoring Research Data Set and speed studies conducted by the cities and the County on Caltrans functionally classified routes.	Speeds derived from final peak and off-peak assigned volumes; feedback loop ensures consistency; EMFAC2021 speed bins generated.	Updated speed data will be incorporated in the next model validation scheduled for completion by 2030.
§93.122(b)(3)	HPMS Reconciliation	Model validated to 2023 HPMS VMT within +/- 3% difference.	Modeled VMT within the county including centroid connectors and intrazonal compared to HPMS totals.	The need to re-validate the model is revisited during each RTP update cycle.

Regulatory Citation	Modeling Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
§93.122(b)(1)(vi)	Model Sensitivity Testing	The model sensitivity was tested relative to AOC, Transit Frequency, Transit Fare, Highway Capacity, Parking Cost and compared with VMT, transit boardings, person-trips by trip purpose and person-trips by mode.	Model sensitive to transit service frequencies, auto operating costs, transit fares, off-street parking prices in downtown Bakersfield, and capacities of selected roadway segments.	Model sensitivity is re-tested during each model update
§93.110(a)	Auto Operating Costs (AOC)	SJV Auto Operating Cost Methodology approved by CARB	AOC were based on fuel costs from 2023 EIA/CEC forecasts, non-fuel costs using AAA data and EMFAC2021 fuel efficiency assumptions; converted to constant dollars.	The need to update AOC assumptions is revisited during each RTP update cycle.
§93.111	Latest Emissions Model	EMFAC2021 with November 2025 off model adjustment factors and May 2026 HD I/IM adjustment factors	Fleet mix consistent with CARB defaults. Only total VMT and light-duty speed distributions were modified in line with travel models outputs.	TBD by CARB

Regulatory Citation	Modeling Assumption	Year and Source of Data (MPO action)	Modeling	Next Scheduled Update
§93.110 (a, b)	Vehicle Registrations	EMFAC2021	Kern COG does not estimate vehicle registrations, age distributions or fleet mix. Rather, current forecasted estimates for these data are developed by CARB and included in the EMFAC2021 model. Vehicle registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user	TBD by CARB
§93.122(a)	Regionally Significant Projects	2026 RTP/2027 FTIP (see Appendix D for a full list)	All regionally significant projects are coded into model network.	Each conformity cycle including RTP amendments

A. SOCIOECONOMIC DATA

POPULATION, EMPLOYMENT AND LAND USE

The conformity regulation requires documentation of base case and projected population, employment, and land use used in the transportation modeling. USDOT/EPA guidance indicates that if the data is more than five years old, written justification for the use of older data must be provided. In addition, documentation is required for how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.

For this conformity analysis, socioeconomic projections for Kern Council of Governments were developed using the most recent available demographic forecasts and regional planning assumptions available at the time the conformity modeling began. These projections represent the most recent planning assumptions adopted by the MPO and are consistent with the Regional Transportation Plan.

Population and employment projections are developed for the model base year 2023 and for RTP horizon years through 2049. The 2023 data were derived from 2023 HPMS VMT.

The socioeconomic projections are allocated to traffic analysis zones (TAZs) within the MPO modeling area and are used as key inputs for trip generation and trip distribution steps in the travel demand model.

Population and Employment Data Sources

Population and employment forecasts used in the conformity analysis were derived from the 2024-2050 Kern Regional Growth Forecast prepared by Placeworks chief economist. The demographic forecasts reflect local general plans, development trends, and regional growth projections. These forecasts are periodically reviewed and updated as part of each RTP update cycle.

Land Use Allocation

The socioeconomic projections were distributed spatially across the MPO region using the open source Uplan Land Use Model developed by UC Davis using ArcGIS software, incorporating economic factors such as proximity to urban services (sewer, existing urban), rail and interchanges in distribution of employment and households. The model limits distribution based on local general plans and other factors. The model has allowed testing of hundreds of scenarios to better balance land use and transportation expenditures in development of the 2026 RTP.

Socioeconomic data were aggregated to the traffic analysis zone (TAZ) level and incorporated into the travel demand model to estimate trip generation, distribution, and travel patterns.

B. TRANSPORTATION MODELING

The Kern Council of Governments utilizes a travel demand model that is implemented using Cube Voyager software. The Valley MPO regional traffic models consist of traditional four-step traffic forecasting models. The model uses land use, socioeconomic, and road network data to estimate facility-specific roadway traffic volumes. The Kern COG model covers the appropriate county area, which is then divided into hundreds or thousands of individual traffic analysis zones (TAZs). In addition, the model roadway networks include thousands of nodes and links. Link types include freeway, freeway ramp, other State route, expressway, arterial, collector, and local collector. Current and future-year road networks were developed considering local agency circulation elements of their general plans, traffic impact studies, capital improvement programs, and the State Transportation Improvement Program. The models use equilibrium, a capacity sensitive assignment methodology, and the data from the model for the emission estimates differentiates between peak and off-peak volumes and speeds. In addition, the model is reasonably sensitive to changes in time and other factors affecting travel choices. The results from model validation/calibration were analyzed for reasonableness and compared to historical trends.

Specific transportation modeling requirements in the conformity regulation are summarized below, followed by a description of how the Kern COG transportation modeling methodology meets those requirements.

The Kern COG MIP-4 travel demand model updates and calibrates the Kern COG MIP-II model (VMIP 2) to a new 2023 base year, and a refined zone structure of 2,058 Transportation Analysis Zones (TAZs), with many parameters updated using the Central California Travel Survey of 2022-

23 (CCTS). The MIP-4 travel model is the second iteration of re-validation/calibration and enhancements to the VMIP 2 model for Kern COG. The Kern COG MIP-3 model was the first iteration in 2021 by DKS, which calibrated to 2020 (pre-COVID) with updated 2020 Census data and subsequent enhancements enabling tolling and managed lane modeling. The San Joaquin Valley Model Improvement Program, Phase 2 (VMIP 2) travel demand model for Kern, applies an advanced four-step travel demand model system of trip generation, distribution, mode choice, and traffic assignment with nearly all stages recognizing household demographics, auto availability, modes including explicit auto occupancy, transit by walk and drive access, walk and bike, pricing, and congestion by time of day. The travel model includes a congestion feedback loop that accurately accounts for short-term induced travel demand. The VMIP 2 travel demand model in 2017 was subjected to a peer review by DKS Associates in cooperation with Fehr and Peers.[1] The review and subsequent updates addressed a variety of other calibration considerations, including gateway volumes from the statewide and neighboring models, the 2012 California Household Travel Survey (including more than 400 over-sampled surveys for transit riders in Kern), transit route volumes observed in 2019/20, over 900 peak/off-peak/daily traffic count locations, and observed speed limit information.

C. TRAFFIC ANALYSIS ZONES

The model study area is divided into 2058 traffic analysis zones (TAZs). Each TAZ represents a geographic area for which socioeconomic data and travel demand are aggregated for modeling purposes.

D. MODEL BASE YEAR AND VALIDATION

The conformity regulation requires documentation that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. The first conformity analysis year 2027 is less than 10 years from the base year that the model was validated to which meets the requirements in Section 93.106(a)(1)(ii).

The Kern COG travel model was validated to a base year of 2023. The base year validation process compared modeled traffic volumes to observed traffic counts collected throughout the region. Validation ensures that the model reasonably replicates existing travel patterns.

TRAFFIC COUNTS

The travel demand model was validated using observed traffic count data collected from regional traffic monitoring programs and state highway monitoring systems. Approximately 900 count locations were used to compare modeled and observed traffic volumes in 2023. The validation process included comparisons of modeled volumes with observed counts by facility type and screenline locations across the region.

[1] DKS Associates, Summary of Peer Review Revisions to the Kern COG VMIP-2 Travel Demand Model, http://www.kerncog.org/wp-content/uploads/2018/01/MIP2_peer_review.pdf , 2017.

The Kern COG model is recalibrated to recent traffic and transit count data and the Central California Travel Survey of 2022-23. Socio-economic data is distributed using the Uplan Land Use Model updated using 2022 ACS data and PUMS records for 2022/2023.

SPEEDS

The conformity regulation requires documentation of the use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.

The travel demand model uses a capacity-sensitive equilibrium traffic assignment procedure. Traffic volumes are assigned iteratively across the transportation network until equilibrium conditions are reached and no traveler can reduce travel time by switching routes.

Congested travel speeds are calculated based on final assigned traffic volumes and link capacities. A feedback loop is used within the model to ensure that travel times used in trip distribution are consistent with final network travel speeds.

Kern COG's member agencies routinely perform speed surveys on functionally classified routes throughout the region and use the data to update posted speed limits. These observed speeds were used as a validation check on HERE Technologies data free-flow speeds input into the model as the free flow speeds. The valley traffic models include a feedback loop that uses congested travel times as an input to the trip distribution step. The feedback loop ensures that the congested travel speeds used as input to the air pollution emission models are consistent with the travel speeds used throughout the traffic model process including. The feedback loop includes a step for mode choice, ensuring that zone to zone impedances are used in the mode split distribution. In addition, the model validation included a series of speed sensitivity tests. The model responded appropriately for the increased and decreased speed tests.

TRANSIT

The conformity regulation requires documentation of any changes in transit operating policies and assumed ridership levels since the previous conformity determination.

Several recent on-board transit surveys have been performed for the transit systems in Kern. The Kern COG regional travel demand model was validated in 2023 to observed transit ridership data including electronic farebox data. Transit boardings were within 1% of observed surveys in the 2023 base year, within the +-20 percent best practice guidelines. In addition, the model was subjected to a land use sensitivity test that measured the capability of the model to accurately report transit ridership in high quality transit areas. To implement these tests, land use developments by Traffic Analysis Zone (TAZ) were classified into place types and selected to be changed either geographically (move all the development to a different place but retain the development and demographics) or by place type (keep the development in the same location but modify the place type to reflect different "D" variables). The results showed that the Kern travel model provided results with a high level of correlation to the well calibrated small scale test model.

VALIDATION/CALIBRATION

The conformity regulation requires documentation that the model results have been analyzed for reasonableness and compared to historical trends.

The models were validated by comparing estimates of base year traffic conditions with base year traffic counts. The base year validations meet standard criteria for replicating total traffic volumes on various road types and for percent error on links. The base year validation also meets standard criteria for percent error relative to traffic counts on groups of roads (screen-lines) throughout the county.

HPMS results are discussed above under traffic counts. In addition, sensitivity testing for speed/time, cost, capacity/congestion, and land use/induced demand were performed. The model performed within expected parameters for each test.

Kern COG travel model calibration included a telecommute (TC) module to add functionality for adjusting person trip rates based on TC rates. Kern's 2023 base year data accounts for person trip rates with a higher level of TC than pre-covid (2019); for backcasting to model years 2019 or earlier, an telecommute parameter would be needed to adjust HW and WO trip rates to account for less telecommuting. An analysis was performed on TC data from ACS, CCTS, BLS, SWAA and Godbe for 2019 (pre-covid) to 2023 base year to create a telecommute parameter, which applies a straight line factor between 2019 and 2023 that when applied based on corresponding TC rate for 2019 accounts for higher HW and WO trip rates. The TC factor can also be applied to TC rate forecasts for future years. A long-term TC trend analysis was performed on data from AHTUS, ATUS, SWAA, ACS and BLS to forecast future TC rates and the corresponding TC factor. See Model Documentation for more details.

AUTO OPERATING COST

Auto operating costs were updated for the 2026 RTP/2027 FTIP including fuel price projections, vehicle fuel efficiency, and vehicle maintenance costs. Fuel price projections were based on the 2023 Annual Energy Outlook developed by the U.S. Energy Information Administration. Electricity costs were derived from the California Energy Commission Transportation Energy Demand Forecast. Maintenance costs were based on the AAA "Your Driving Costs" report.

HPMS RECONCILIATION

For Serious and above nonattainment areas, transportation conformity guidance, Section 93.122(b)(3) of the conformity regulation states:

Highway Performance Monitoring System (HPMS) estimates of vehicle miles traveled (VMT) shall be considered the primary measure of VMT within the portion of the nonattainment or maintenance area and for the functional classes of roadways included in HPMS, for urban areas which are sampled on a separate urban area basis. For areas with network-based travel models, a factor (or factors) may be developed to reconcile and calibrate the network-based travel model estimates of VMT in the base year of its validation to the HPMS estimates for the same period. These factors

may then be applied to model estimates of future VMT. In this factoring process, consideration will be given to differences between HPMS and network-based travel models, such as differences in the facility coverage of the HPMS and the modeling network description. Locally developed count-based programs and other departures from these procedures are permitted subject to the interagency consultation procedures.

Model-estimated VMT was compared with HPMS estimates for the base year to ensure consistency between modeled and observed regional travel activity.

The modeled VMT was within +/-3% difference of the HPMS estimate for the 2023 base year.

FUTURE NETWORKS

The conformity regulation requires that a listing of regionally significant projects and federally-funded non-regionally significant projects assumed in the regional emissions analysis be provided in the conformity documentation. In addition, all projects that are exempt must also be documented.

§93.106(a)(2)ii and §93.122(a)(1) require that regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year be documented for both Federally funded and non-federally funded projects.

§93.122(a)(1) requires that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis. Kern Council of Governments includes these projects in the transportation network.

§93.126, §93.127, §93.128 require that all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis be documented. In addition, the reason for the exemption (Table 2, Table 3, traffic signal synchronization) must also be documented. It is important to note that the CTIPs exemption code is provided in response to FHWA direction.

The project listing for the 2026 RTP and 2027 FTIP including exempt projects is provided in Appendix B. VMT estimates in Table 2-2 reflect all projects listed in the Appendix.

The build highway networks include qualifying projects based on the 2026 RTP and 2027 FTIP. Not all of the street and freeway projects included in the TIP/RTP qualify for inclusion in the highway network. Projects that call for study, design, or non-capacity improvements are not included in the networks. When these projects result in actual facility construction projects, the associated capacity changes are coded into the network as appropriate. Since the networks define capacity in terms of number of through traffic lanes, only construction projects that increase the lane-miles of through traffic are included.

Generally, highway networks include all roadways included in the county or cities classified system. These links typically include all freeways plus expressways, arterials, collectors and local collectors. Highway networks also include regionally significant planned local improvements from Transportation Impact Fee Programs and developer funded improvements required to mitigate the impact of a new development.

Small-scale local street improvements contained in the TIP/RTP are not coded on the highway network. Although not explicitly coded, traffic on collector and local streets is simulated in the models by use of abstract links called "centroid connectors". These represent local streets and driveways which connect a neighborhood to a regionally-significant roadway. Model estimates of centroid connector travel are reconciled against HPMS estimates of collector and local street travel.

E. TRAFFIC ESTIMATES

A summary of the population, employment, and travel characteristics for the Kern Council of Governments transportation modeling area for each scenario in this conformity analysis is presented in Table 2-2.

Table 2-2:
Traffic Network Comparison for Horizon Years Evaluated in Conformity Analysis

Horizon Year	Total Population	Employment	Average Weekday VMT (millions)	Total Lane Miles
2027	797,524	304,291	20.2	5,753
2029	808,372	311,413	20.6	N/A
2031	819,221	318,536	21.0	N/A
2032	824,646	322,097	21.2	N/A
2035	840,919	332,780	21.6	N/A
2037	846,617	338,241	21.7	6,041
2046	868,597	362,814	21.7	6,205
2049	880,808	371,005	21.7	6,209

Traffic Network Comparison for Horizon Years Evaluated in Conformity Analysis for Mojave Desert (Eastern Kern)

Horizon Year	Total Population (thousands)	Employment (thousands)	Average Weekday VMT (millions)	Total Lane Miles
2027	94,720	33,911	3.3	1,904
2037	98,781	36,977	3.4	2,255
2046	99,386	38,887	3.4	2,258
2049	99,722	39,523	3.4	2,259

Traffic Network Comparison for Horizon Years Evaluated in Conformity Analysis for Indian Wells Valley (Kern County Portion)

Horizon Year	Total Population (thousands)	Employment (thousands)	Average Weekday VMT (millions)	Total Lane Miles
2027	35,947	14,131	0.5	371
2037	36,402	15,253	0.5	382
2046	36,574	16,092	0.5	396
2049	36,670	16,372	0.5	396

Traffic Network Comparison for Horizon Years Evaluated in Conformity Analysis for San Joaquin Valley PM-10 (Kern APCD Portion)

Horizon Year	Total Population (thousands)	Employment (thousands)	Average Weekday VMT (millions)	Total Lane Miles
2027	30,728	5,863	0.7	478
2037	29,697	5,941	0.7	489
2046	29,584	5,979	0.7	489
2049	29,522	5,991	0.7	489

F. VEHICLE REGISTRATIONS

Kern Council of Governments does not estimate vehicle registrations, age distributions or fleet mix. Rather, current forecasted estimates for these data are developed by CARB and included in the EMFAC2021 model. Vehicle registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user. EPA issued final approval for EMFAC2021 use in conformity demonstrations on November 15, 2022; therefore, the conformity analysis for the 2027 and the 2026 RTP relies on assumptions incorporated in EMFAC2021.

G. STATE IMPLEMENTATION PLAN MEASURES

Committed control measures in the applicable air quality plans that reduce mobile source emissions and are used in conformity, are summarized below.

OZONE

No committed control measures are included in the 2016 Ozone Plan.

2026 Extreme Ozone SIP Revision includes reductions from the California's Heavy-Duty Inspection and Maintenance (HD I/M) regulation. However, these are applied as "off-model adjustment factors" to criteria pollutant emission estimates modeled with EMFAC2021 and are incorporated in this conformity analysis. EPA approved the HD I/M off-model adjustments for use in SIP development and transportation conformity determination on May 6, 2026.

PM-10

Committed control measures in the EPA approved 2007 PM-10 Maintenance Plan that reduce mobile source emissions are shown in Table 2-3. However, reductions from these control measures are included in EMFAC2021 and are not applied separately.

Table 2-3:
2007 PM-10 Maintenance Plan Measures Assumed in the Conformity Analysis

Measure Description	Pollutants
ARB existing Reflash, Idling, and Moyer	PM-10 annual exhaust NOx annual exhaust
District Rule 8061: Paved and Unpaved Roads	PM-10 paved road dust PM-10 unpaved road dust
District Rule 8021 Controls: Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities	PM-10 road construction dust

PM2.5
No committed control measures are included in the 2016 PM2.5 Plan and the 2018 PM2.5 Plan.

H. TELEWORK AND ONLINE SERVICES – OPTION 2

Given that six out of eight SJV MPO travel models do not account for post-COVID travel behavior such as telework and telehealth, CARB has developed a methodology that estimates emission reductions associated with telework and online services for Kings, Madera, Merced, San Joaquin, Stanislaus and Tulare[2]. The CARB methodology provides these reductions for the entire San Joquin Valley and not by sub-area, therefore the emission reductions are only used to demonstrate conformity for the 2015 ozone standard given that the ***2026 Extreme Ozone SIP Revision*** sets Valley-wide budgets for summer ROG and NOx. The methodology has been reviewed and concurred by interagency consultation partners for use with the 2026 Extreme Ozone SIP budgets only when approved.

[2] "Latest Planning Assumptions for Telework and Online Services in San Joaquin Valley Transportation Conformity". California Air Resources Board, May 20, 2026.

CHAPTER 3:
AIR QUALITY MODELING

The model used to estimate vehicle exhaust emissions for ozone precursors and particulate matter is EMFAC2021. CARB emission factors for PM10 have been used to calculate re-entrained paved and unpaved road dust, and fugitive dust associated with road construction. For this conformity analysis, model inputs not dependent on the TIP or RTP are consistent with the applicable SIPs, which include:

- The 2016 Ozone Plan (2008 standard) was adopted by the Air District on June 16, 2016, and subsequently adopted by ARB on July 21, 2016. EPA found the new ozone budgets adequate on June 29, 2017 (effective July 14, 2017). In response to recent court decisions regarding the baseline RFP year, CARB adopted the revised 2008 ozone conformity budgets as part of the *2018 Updates to the California State Implementation Plan* (2018 SIP Update) on October 25, 2018. EPA approved the 2016 Ozone Plan and the budgets on March 25, 2019. Then in response to federal CRA actions, CARB adopted the *2026 Updates to Motor Vehicle Emissions Budgets for the 75 parts per billion Ozone State Implementation Plan* on March 26, 2026. EPA proposed approval of the new 2008 ozone SIP budgets on July 9, 2026. Final approval is anticipated in early October 2026 with an effective date prior to December 16, 2026.

- Option 2: 2022 Ozone Plan (2015 standard) was adopted by CARB on January 26, 2023 and subsequently submitted for EPA review. In response to federal CRA actions, CARB adopted *2026 Extreme Ozone SIP Revision* on July 23, 2026. EPA action is not expected in 2026. Therefore, this option was not necessary for the final conformity analysis.

- The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016).

- The 2016 PM2.5 Plan and portions of the 2018 PM2.5 Plan (2012 Standard, moderate) was approved by EPA on November 26, 2021 (effective December 27, 2021).

- The 2018 PM2.5 Plan was partially approved by EPA on July 22, 2020 (effective as of publication) inclusive of the revised conformity budgets and trading mechanism for the 2006 24-hr PM2.5 standard. Then on November 26, 2021, EPA partially disapproved the original SIP submittal dealing with 1997 annual PM2.5 nonattainment. In response, CARB submitted a 2021 revision to the 2018 PM2.5 Plan demonstrating attainment by 2023. On January 28, 2022, EPA approved 2018 PM2.5 Plan portion dealing with the 1997 24-hour PM2.5 standard and determined that the SJV attained the standard by the December 31, 2020 deadline (effective February 28, 2022). On December 14, 2023, EPA approved the 1997 annual PM2.5 budgets and trading mechanism for attainment year 2023, effective January 16, 2024. Note that CARB withdrew 2018 PM2.5 Plan portions dealing with 2012 serious PM2.5 standards on October 27, 2022; therefore, moderate area budgets continue to apply. On November 16,

2024, EPA finalized its approval to extend the attainment deadline for the 1997 annual PM2.5 standards by one year to December 31, 2024.

The conformity regulation requirements for the selection of the horizon years are summarized in Chapter 1; regional emissions have been estimated for the horizon years summarized in Table 1-7.

A. EMFAC2021

Section 93.111 of the conformity regulation requires the use of the latest emission estimation model in the development of conformity determinations.

The EMFAC model (short for EMission FACtor) is a computer emissions modeling software that estimates emission rates for motor vehicles for calendar years from 2000 to 2050 operating in California. Pollutant emissions for hydrocarbons, carbon monoxide, nitrogen oxides, particulate matter, lead, sulfur oxides, and carbon dioxide are output from the model. Emissions are calculated for passenger cars, light, heavy, and medium-duty trucks, motorcycles, buses and motor homes.

EMFAC is used to calculate current and future inventories of motor vehicle emissions at the state, county, air district, air basin, or MPO level. The model contains default vehicle activity data that can be used to estimate a motor vehicle emissions inventory in tons/day for a specific year and season, and as a function of ambient temperature, relative humidity, vehicle population, mileage accrual, miles of travel, and vehicle speeds.

On January 15, 2021, CARB released the latest update to the EMFAC model – EMFAC2021v1.0.0. Then in April of 2022, CARB released an updated version of the model (v1.0.2) fixing a number of minor modeling bugs. EPA issued final approval of EMFAC2021 model for regional conformity use with a two-year grace period on November 15, 2022; EMFAC2021 was required for regional conformity use as on November 16, 2024.

On June 12, 2025, President Trump signed joint resolutions of disapproval under the Congressional Review Act (CRA) for preemption waivers that the EPA had previously issued pursuant to Clean Air Act (CAA) section 209, including for the Advanced Clean Trucks (ACT), Zero-Emission Airport Shuttle, Heavy-Duty Vehicle Engine Emission Warranty and Maintenance Provisions (Warranty Phase 1), and Heavy-Duty Omnibus (Omnibus) regulations. In response, CARB developed and submitted to the EPA off-model adjustment factors that removed estimated emissions benefits attributed to ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus regulations from EMFAC2021. On November 21, 2025, the EPA approved the off-model adjustment factors. As such, EMFAC2021 with the adjustment factors was approved as the lasted approved method for modeling emissions available in California, per 40 CFR 93.111.

On March 25, 2026 CARB submitted a request for the use of additional EMFAC2021 off-model adjustment factors that account for the emission benefits of California's Heavy-Duty Vehicle Inspection and Maintenance Program (HD I/M) for the purposes of SIP development and in transportation conformity determinations. On May 6, 2026, EPA approved the use of these factors in regional conformity analyses in California. The approval letter also clarified that the HD I/M adjustments must be used in conjunction and after the off-model adjustments approved on

November 21, 2025 are applied, as EMFAC2021 with the adjustment factors was approved as the lasted approved method for modeling emissions available in California, per 40 CFR 93.111.

A transportation data template and detailed EMFAC modeling instructions have been prepared to summarize the transportation model output for use in EMFAC2021. The template includes allocating VMT by speed bin by hour of the day. EMFAC2021 was used to estimate exhaust emissions for ozone, PM-10, and PM2.5 conformity demonstrations consistent with the applicable air quality plan. A conformity post-processing template has been developed to process EMFAC output and to incorporate both the November 21, 2025 and HD I/M off-model adjustment factors, as well as to employ rounding of emission results consistent with SIP conformity budget setting.

B. ADDITIONAL PM-10 ESTIMATES

PM-10 emissions for re-entrained dust from travel on paved and unpaved roads will be calculated separately from roadway construction emissions. It is important to note that with the final approval of the 2007 PM-10 Maintenance Plan, EPA approved a methodology to calculate PM-10 emissions from paved and unpaved roads in future San Joaquin Valley conformity determinations. The Conformity Analysis uses these methodologies and estimates construction-related PM-10 emissions consistent with the 2007 PM-10 Maintenance Plan. The National Ambient Air Quality Standards for PM-10 consists of a 24-hour standard, which is represented by the motor vehicle emissions budgets established in the 2007 PM-10 Maintenance Plan. It is important to note that EPA revoked the annual PM-10 Standard on October 17, 2006. The PM-10 emissions calculated for the conformity analysis represent emissions on an annual average day and are used to satisfy the budget test.

CALCULATION OF REENTRAINED DUST FROM PAVED ROAD TRAVEL

On January 13, 2011, EPA released a new method for estimating re-entrained road dust emissions from cars, trucks, buses, and motorcycles on paved roads. On February 4, 2011, EPA published the *Official Release of the January 2011 AP-42 Method for Estimating Re-Entrained Road Dust from Paved Roads* approving the January 2011 method for use in regional emissions analysis and beginning a two year conformity grace period, after which use of the January 2011 AP-42 method is required (e.g. February 4, 2013) in regional conformity analyses.

The road dust calculations have been updated to reflect this new methodology. More specifically, the emission factor equation and k value (particle size multiplier) have been updated accordingly. CARB default assumptions for roadway silt loading by roadway class, average vehicle weight, and rainfall correction factor remain unchanged. Emissions are estimated for five roadway classes including freeways, arterials, collectors, local roads, and rural roads. Countywide VMT information is used for each road class to prepare the emission estimates.

CALCULATION OF REENTRAINED DUST FROM UNPAVED ROAD TRAVEL

The base methodology for estimating unpaved road dust emissions is based on a CARB methodology in which the miles of unpaved road are multiplied by the assumed VMT and an

emission factor. In the 2007 PM-10 Maintenance Plan, it is assumed that all non-agricultural unpaved roads within the San Joaquin Valley receive 10 vehicle passes per day. An emission factor of 2.0 lbs PM-10/VMT is used for the unpaved road dust emission estimates. Emissions are estimated for city/county maintained roads.

CALCULATION OF PM-10 FROM ROADWAY CONSTRUCTION

Section 93.122(e) of the Transportation Conformity regulation requires that PM-10 from construction-related fugitive dust be included in the regional PM-10 emissions analysis, if it is identified as a contributor to the nonattainment problem in the PM-10 implementation plan. The emission estimates are based on a CARB methodology in which the miles of new road built are converted to acres disturbed, which is then multiplied by a generic project duration (i.e., 18 months) and an emission rate. Emission factors are unchanged from the previous estimates at 0.11 tons PM-10/acre-month of activity. The emission factor includes the effects of typical control measures, such as watering, which is assumed to reduce emissions by about 50%. Updated activity data (i.e., new lane miles of roadway built) is estimated based on the highway and transit construction projects in the TIP/RTP.

PM-10 TRADING MECHANISM

The PM-10 SIP allows trading from the motor vehicle emissions budget for the PM-10 precursor NOx to the motor vehicle emissions budget for primary PM-10 using a 1.5 to 1 ratio. The trading mechanism will be used only for conformity analyses for analysis years after 2005.

C. PM2.5 APPROACH

EPA and FHWA have indicated that areas violating both the annual and 24-hour standards for PM2.5 must address all standards in the conformity determination. The San Joaquin Valley currently violates both the 1997 and 2012 annual PM2.5 standards, and the 1997 and 2006 24-hour PM2.5 standards; thus this conformity determination includes analyses to all PM2.5 standards.

The following PM2.5 approach addresses the 1997 (annual and 24-hour), the 2012 (annual, moderate and serious), and the 2006 (24-hour) standards.

EMFAC2021 incorporates data for temperature and relative humidity that vary by geographic area, calendar year and season. The annual average represents an average of all the monthly inventories. A winter average represents an average of the California winter season (October through February). EMFAC will be run to estimate direct PM2.5 and NOx emissions from motor vehicles for an annual or winter average day as described below.

EPA guidance indicates that State and local agencies need to consider whether VMT varies during the year enough to affect PM2.5 annual emission estimates. The availability of seasonal or monthly VMT data and the corresponding variability of that data need to be evaluated.

PM2.5 areas that are currently using network-based travel models must continue to use them when calculating annual emission inventories. The guidance indicates that the interagency consultation process should be used to determine the appropriate approach to produce accurate annual

inventories for a given nonattainment area. Whichever approach is chosen, that approach should be used consistently throughout the analysis for a given pollutant or precursor. The interagency consultation process should also be used to determine whether significant seasonal variations in the output of network-based travel models are expected and whether these variations would have a significant impact on PM2.5 emission estimates.

The SJV MPOs use network-based travel models. However, the models only estimate average weekday VMT. The SJV MPOs do not have the data or ability to estimate seasonal variation at this time. Data collection and analysis for some studies are in the preliminary phases and cannot be relied upon for other analyses. Some statewide data for the seasonal variation of VMT on freeways does exist. However, traffic patterns on freeways do not necessarily represent the typical traffic pattern for local streets and arterials. In many cases, traffic counts are sponsored by the MPOs and conducted by local jurisdictions. While some local jurisdictions may collect weekend or seasonal data, typical urban traffic counts occur on weekdays (Tuesday through Thursday). Data collection must be more consistent in order to begin estimation of daily or seasonal variation. The SJV MPOs believe that the average annual day calculated from the current traffic models and EMFAC2021 represent the most accurate VMT data available. The MPOs will continue to discuss and research options that look at how VMT varies by month and season according to the local traffic models.

It is important to note that the guidance indicates that EPA expects the most thorough analysis for developing annual inventories will occur during the development of the SIP, taking into account the needs and capabilities of air quality modeling tools and the limitations of available data. Prior to the development of the SIP, state and local air quality and transportation agencies may decide to use simplified methods for regional conformity analyses.

The regional emissions analyses in PM2.5 nonattainment areas must consider directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear, and tire wear. In California, areas will use the latest version of EMFAC emissions modeling software. As indicated under the Conformity Test Requirements, emissions from re-entrained road dust and construction-related fugitive dust from highway or transit projects are not included at this time. In addition, NOx emissions are included; however, VOC, SOx, and ammonia emissions are not.

1997 24-Hour and Annual Standards – The portions of the 2018 PM2.5 Plan dealing with the 1997 24-hour standard were approved by EPA on January 28, 2022 (effective February 28, 2022) and contain motor vehicle emission budgets for PM2.5 and NOx established based on daily average annual daily emissions. The 1997 annual PM2.5 transportation conformity budgets for annual average PM2.5 and NOx emissions were approved by EPA on December 14, 2023 (effective January 16, 2024). The annual inventory methodology contained in the 2018 PM2.5 Plan was used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes.

2006 24-Hour Standard – On March 27, 2020, EPA proposed approval of portions of the 2018 PM2.5 Plan that pertain to the 2006 24-hour PM2.5 standard, including granting attainment deadline extension to 2024. This portion of the 2018 PM2.5 Plan was finalized on July 22, 2020. The 2018 PM2.5 Plan contains motor vehicle emission budgets for PM2.5 and NOx established

based on average winter daily emissions. The winter inventory methodology contained in the 2018 PM2.5 Plan and used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM2.5 include directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes.

2012 Annual Standard - On November 26, 2021, EPA issued final approval of the 2016 Moderate Area PM2.5 Plan and the portions of the 2018 PM2.5 plan that pertain to the moderate requirements for the 2012 PM2.5 standard. The approval also included reclassification to serious. Note that CARB withdrew 2018 PM2.5 Plan portions dealing with 2012 serious PM2.5 standards on October 27, 2022. Until the new 2012 serious area PM2.5 standard budgets are found adequate or approved, the SJV will conduct conformity determination for the 2012 annual PM2.5 standard using budgets established in the 2016 PM2.5 and 2018 PM2.5 Plan for moderate nonattainment. The 2018 PM2.5 Plan contains motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions. The annual inventory methodology contained in the 2018 PM2.5 Plan and used to establish emissions budgets is consistent with the methodology used herein. The motor vehicle emissions budget for PM2.5 include directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. VOC, SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes.

1997 AND 2012 ANNUAL PM2.5 TRADING MECHANISM

The 2018 PM2.5 Plan budgets and trading mechanism will also be used in this conformity analysis for moderate and serious 2012 PM2.5 and serious 1997 PM2.5 standards, as needed. The 2016 PM2.5 Plan and 2018 PM2.5 Plan allows trading for 2012 PM2.5 from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary annual PM2.5 using a 6.5 to 1 ratio. This trading mechanism will be used for the 1997 and 2012 annual PM2.5 standard conformity analysis, as needed.

2006 AND 1997 24-HOUR PM2.5 TRADING MECHANISM

On July 22, 2020, EPA partially approved the 2018 PM2.5 SIP including the 2006 PM2.5 standard trading mechanism that allows trading from the motor vehicle emissions budget for the PM2.5 precursor NOx to the motor vehicle emissions budget for primary PM-2.5 using a 2 to 1 ratio. Then on January 28, 2022, EPA approved 1997 24-hour PM2.5 SIP elements contained in the 2018 PM2.5 Plan, inclusive of the inter-pollutant trading mechanism with the same 2 to 1 ratio. This trading mechanism will be used for the 2006 and 2012 24-hour PM2.5 standard conformity analysis, as needed.

D. AIR QUALITY MODELING APPLICABLE TO THE OTHER AREAS OF KERN COUNTY

For Mojave Desert (Eastern Kern), the model that was used to estimate emissions for ozone precursors is EMFAC2021 with off-model adjustments using the methodology described above.

For Indian Wells Valley (Kern County Portion), PM-10 on-road exhaust was found to be significant in the Second 10-Year PM-10 Maintenance Plan, therefore it is included in the emissions budgets and the conformity estimates. Paved road dust, unpaved road dust, and fugitive dust associated with road construction have been estimated using the methodology approved by EPA in January 2023. However, there is no PM-10 trading mechanism.

For this Conformity Analysis, model inputs not dependent on the TIP or RTP are consistent with the applicable SIPs, which include:

- Eastern Kern 2017 Ozone Plan that was approved by EPA on June 25, 2021 (effective July 26, 2021).
- Indian Wells Valley Second 10-Year PM-10 Maintenance Plan that was approved by EPA on January 18, 2023 (effective February 17, 2023).

The conformity regulation requirements for the selection of the horizon years are summarized in Chapter 1; regional emissions have been estimated for the horizon years summarized under "Other Portions of Kern County Conformity Analysis Years".

No air quality modeling is being conducted for the portion of the San Joaquin Valley PM-10 nonattainment area that lies within the Kern County APCD (East Kern PM-10 Area). As discussed in Section 1, this area currently has no PM-10 air quality plan and must use the interim emissions test for PM-10. However, as illustrated in Chapter 2 and Appendix B, the transportation projects and planning assumptions in the "Action" and "Baseline" scenarios are exactly the same.

E. SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES

New step-by-step air quality modeling instructions were developed for SJV MPO use with EMFAC2021 and off-model adjustments.

Documentation of the Conformity Analysis for the 2027 FTIP and 2026 RTP is provided in Appendix C, including:

- 2026 RTP Conformity EMFAC Spreadsheet
- SJV 2026 RTP 2015 Ozone Conformity EMFAC Spreadsheet (Option 2)
- 2026 RTP Conformity Paved Road Spreadsheet
- 2026 RTP Conformity Unpaved Road Dust Spreadsheet
- 2026 RTP Conformity Construction Spreadsheet
- 2026 RTP Conformity Totals Spreadsheet
- SJV 2026 RTP 2015 Ozone Conformity Totals Spreadsheet (Option 2)

CHAPTER 4:
TRANSPORTATION CONTROL MEASURES

This chapter provides an update of the current status of transportation control measures identified in applicable implementation plans. Requirements of the Transportation Conformity regulation relating to transportation control measures (TCMs) are presented first, followed by a review of the applicable air quality implementation plans and TCM findings for the TIP/RTP.

A. TRANSPORTATION CONFORMITY REGULATION REQUIREMENTS FOR TCMS

The Transportation Conformity regulation requires that the TIP/RTP "must provide for the timely implementation of TCMs in the applicable implementation plan." The Federal definition for the term "transportation control measure" is provided in 40 CFR 93.101:

> "any measure that is specifically identified and committed to in the applicable implementation plan that is either one of the types listed in Section 108 of the CAA [Clean Air Act], or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the first sentence of this definition, vehicle technology based, fuel-based, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs for the purposes of this subpart."

In the Transportation Conformity regulation, the definition provided for the term "applicable implementation plan" is:

> "Applicable implementation plan is defined in section 302(q) of the CAA and means the portion (or portions) of the implementation plan, or most recent revision thereof, which has been approved under section 110, or promulgated under section 110(c), or promulgated or approved pursuant to regulations promulgated under section 301(d) and which implements the relevant requirements of the CAA."

Section 108(f)(1) of the Clean Air Act as amended in 1990 lists the following transportation control measures and technology-based measures:

(i) programs for improved public transit;

(ii) restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;

(iii) employer-based transportation management plans, including incentives;

(iv) trip-reduction ordinances;

(v) traffic flow improvement programs that achieve emission reductions;

(vi) fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service;

(vii) programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use;

(viii) programs for the provision of all forms of high-occupancy, shared-ride services;

(ix) programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;

(x) programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;

(xi) programs to control extended idling of vehicles;

(xii) programs to reduce motor vehicle emissions, consistent with title II, which are caused by extreme cold start conditions;

(xiii) employer-sponsored programs to permit flexible work schedules;

(xiv) programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;

(xv) programs for new construction and major reconstructions of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest. For purposes of this clause, the Administrator shall also consult with the Secretary of the Interior; and

(xvi) program to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.

TCM REQUIREMENTS FOR A TRANSPORTATION PLAN

The EPA regulations in 40 CFR 93.113(b) indicate that transportation control measure requirements for transportation plans are satisfied if two criteria are met:

> "(1) The transportation plan, in describing the envisioned future transportation system, provides for the timely completion or implementation of all TCMs in the applicable implementation plan which are eligible for funding under Title 23 U.S.C. or the Federal Transit Laws, consistent with schedules included in the applicable implementation plan.
>
> (2) Nothing in the transportation plan interferes with the implementation of any TCM in the applicable implementation plan."

TCM REQUIREMENTS FOR A TRANSPORTATION IMPROVEMENT PROGRAM

Similarly, in 40 CFR Section 93.113(c), EPA specifies three TCM criteria applicable to a transportation improvement program:

"(1) An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control, including projects in locations outside the nonattainment or maintenance area;

(2) If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform:

- if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or
- if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvement projects, e.g., the Congestion Mitigation and Air Quality Improvement Program;

(3) Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan."

B. APPLICABLE AIR QUALITY IMPLEMENTATION PLANS

Only transportation control measures from applicable implementation plans for the San Joaquin Valley region are required to be updated for this analysis. For this conformity analysis, the applicable implementation plans, according to the definition provided at the start of this chapter, are summarized below.

APPLICABLE IMPLEMENTATION PLAN FOR OZONE

The 2016 Ozone Plan does not include new TCMs for the San Joaquin Valley. The 2022 Ozone Plan contains new commitments for the San Joaquin Valley identified through a local RACM process and as documented in the SIP for each MPO (Option 2).

APPLICABLE IMPLEMENTATION PLAN FOR PM-10

The 2007 PM-10 Maintenance Plan (as revised in 2015) was approved by EPA on July 8, 2016 (effective September 30, 2016). No new local agency control measures were included in the Plan.

The Amended 2003 PM-10 Plan was approved by EPA on May 26, 2004 (effective June 25, 2004). A local government control measure assessment was completed for this plan. The analysis focused on transportation-related fugitive dust emissions, which are not TCMs by definition. The local government commitments are included in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2003*.

However, the *Amended 2002 and 2005 Ozone Rate of Progress Plan* contains commitments that reduce ozone related emissions; these measures are documented in the *Regional Transportation Planning Agency Commitments for Implementation Document, April 2002.* These commitments are included by reference in the Amended 2003 PM-10 Plan to provide emission reductions for precursor gases and help to address the secondary particulate problem. Since these commitments are included in the Plan by reference, the commitments were approved by EPA as TCMs.

APPLICABLE IMPLEMENTATION PLAN FOR PM2.5

The 2016 and 2018 PM2.5 Plans do not include any additional TCMs for the San Joaquin Valley.

Other Portions of Kern: No TCMs are included in the air quality plans for the Mojave Desert (Eastern Kern) or Indian Wells Valley (Kern County portion) and there is no air quality plan for the San Joaquin Valley PM-10 nonattainment area that lies within the jurisdiction of the Kern County APCD (East Kern PM-10 Area).

C. IDENTIFICATION OF RACM THAT REQUIRE TIMELY IMPLEMENTATION DOCUMENTATION

As part of the 2004 Conformity Determination, FHWA requested that each SIP (Reasonably Available Control Measure - RACM) commitment containing federal transportation funding and a transportation project and schedule be addressed more specifically. FHWA verbally requested documentation that the funds were obligated and the project was implemented as committed to in the SIP.

The RTPA Commitment Documents, Volumes One and Two, dated April 2002 (Ozone RACM) were reviewed, using a "Summary of Commitments" table. Commitments that contain specific Federal funding/transportation projects/schedules were identified for further documentation. In some cases, local jurisdictions used the same Federal funding/transportation projects/schedules for various measures; these were identified as combined with ("comb w/") reference as appropriate. A not applicable ("NA") was noted where federally-funded project is vehicle technology based, fuel based, and maintenance based measures (e.g., LEV program, retrofit programs, clean fuels - CNG buses, etc.).

In addition, the RTPA Commitment Document, Volume Three, dated April 2003 (PM-10 BACM) was reviewed, using the Summary of Commitments table. Commitments that contain specific Congestion Mitigation and Air Quality (CMAQ) funding for the purchase and/or operation of street sweeping equipment have been identified. Only one commitment (Fresno - City of Reedley) was identified.

The Project TID Table was developed to provide implementation documentation necessary for the measures identified. Detailed information is summarized in the first five columns, including the commitment number, agency, description, funding and schedule (if applicable).

For each project listed, the TIP in which the project was programmed, as well as the project ID and description have been provided. In addition, the current implementation status of the project has been included (e.g., complete, under construction, etc). MPO staff determined this information in consultation with the appropriate local jurisdiction. Any projects not implemented according to schedule or project changes are explained in the project status column. These explanations are consistent with the guidance and regulations provided in the Transportation Conformity regulation.

Supplemental documentation was provided to FHWA in August and September 2004 in response to requests for information on timely implementation of TCMs in the San Joaquin Valley. The supplemental documentation included the approach, summary of interagency consultation correspondence, and three tables completed by each of the eight MPOs. The Supplemental Documentation was subsequently approved by FHWA as part of the 2004 Conformity Determination.

The Project TID table that was prepared at the request of FHWA for the 2004 Conformity Analysis, has been updated in each subsequent conformity analysis. This documentation has been updated as part of this Conformity Analysis. A summary of this information is provided in Appendix D.

In March 2005, the SJV MPOs began interagency consultation with FHWA and EPA to address outstanding RACM/TCM issues. In general, criteria were developed to identify commitments that require timely implementation documentation. The criteria were applied to the 2002 RACM Commitments approved by reference as part of the Amended 2003 PM-10 Plan. In April 2006, EPA transmitted final tables that identified the approved RACM commitments that require timely implementation documentation for the Conformity Analysis. Subsequently, an approach to provide timely implementation documentation was developed in consultation with FHWA.

A new 2002 RACM TID Table was prepared in 2006 to address the more general RACM commitments that require additional timely implementation documentation per EPA. A brief summary of the commitment, including finite end dates if applicable, is included for each measure. The MPOs provided a status update regarding implementation in consultation with their member jurisdictions. If a specific project has been implemented, it is included in the Project TID Table under "Additional Projects Identified". This documentation was included in the Conformity Analysis for the 2007 TIP and 2004 RTP (as amended) that was approved by FHWA in October 2006.

Option 2: In April of 2022, a new local TCM RACM analysis was conducted as part of 2022 Ozone SIP development. This analysis has then been revised to meet PM2.5 SIP BACM requirements in 2023 and again in 2024, as part of 2012 annual PM2.5 standard attainment deadline extension request. 2022 RACM TID is included in the TCM listing for this Conformity Analysis. A summary of this information is provided in Appendix D.

D. TCM FINDINGS FOR THE TIP AND REGIONAL TRANSPORTATION PLAN

Based on a review of the transportation control measures contained in the applicable air quality plans, as documented in the two tables contained in Appendix D, the required TCM conformity findings are made below:

> The TIP/RTP provide for the timely completion or implementation of the TCMs in the applicable air quality plans. In addition, nothing in the TIP or RTP interferes with the implementation of any TCM in the applicable implementation plan, and priority is given to TCMs.

E. RTP CONTROL MEASURE ANALYSIS IN SUPPORT OF 2003 PM-10 PLAN

In May 2003, the San Joaquin Valley MPO Executive Directors committed to conduct feasibility analyses as part of each new RTP in support of the 2003 PM-10 Plan. This commitment was retained in the 2007 PM-10 Maintenance Plan. In accordance with this commitment, Kern Council of Governments undertook a process to identify and evaluate potential control measures that could be included in the 2026 RTP. The analysis of additional measures included verification of the feasibility of the measures in the PM-10 Plan BACM analysis, as well as an analysis of new PM-10 commitments from other PM-10 nonattainment areas.

A summary of the process to identify potential long-range control measures analysis and results to be evaluated as part of the RTP development was transmitted to the Interagency Consultation (IAC) partners for review. FHWA and EPA concurred with the summary of the long-range control measure approach in September 2009.

The Local Government Control Measures considered in the PM-10 Plan BACM analysis that were considered for inclusion in the 2026 RTP included:

- Paving or Stabilizing Unpaved Roads and Alleys
- Curbing, Paving, or Stabilizing Shoulders on Paved Roads
- Frequent Routine Sweeping or Cleaning of Paved Roads (i.e., funding allocation for the purchase of PM-10 efficient street sweepers for member jurisdictions)
- Repave or Overlay Paved Roads with Rubberized Asphalt

It is important to note that the first three measures considered in the PM-10 Plan BACM analysis (i.e., access points, street cleaning requirements, and erosion clean up) are not applicable for inclusion in the RTP.

With the adoption of each new RTP, the MPOs will consider the feasibility of these measures, as well as identify any other new PM-10 measures that would be relevant to the San Joaquin Valley. Kern Council of Governments also considered PM-10 commitments from other PM-10 nonattainment areas that had been developed since the previous RTP was approved. Federal websites were reviewed for any PM-10 plans that have been approved since 2020. New PM-10

plans reviewed consist entirely of maintenance plans that rely on existing SIP-approved control strategies, with no new control measures proposed.

- The Indian Wells Valley, California Second 10-Year PM-10 Maintenance Plan was approved by EPA on February 17, 2023. This plan continues to implement control measures from the 1991 Searles Valley PM_{10} Attainment Plan. These controls include Rule 402 (fugitive dust), Rule 402.2 and SB 700 requirements (agricultural operations), road dust control measures, and contingency provisions for stricter dust controls. Collectively, these controls address emissions from unpaved roads, construction and demolition activities, off-road vehicle use, open storage piles, and the stabilization of disturbed surfaces during periods of inactivity.

- The Sacramento County, California Second 10-Year PM-10 Maintenance Plan approved by EPA on April 15, 2024. This plan did not include new control measures and instead relies on continued implementation of existing SIP and First Maintenance Plan controls. These include fugitive dust rules (Rules 401, 403, 404, and 405), residential wood combustion measures (e.g., change-out programs and Rule 421 curtailments), and agricultural burning controls (Rule 501).

- The Lane County, Oakridge, Oregon PM-10 Maintenance Plan approved by EPA on August 22, 2022. The plan continues existing control strategies, including reducing road dust using anti-icing chemicals and implementing residential wood-burning controls such as winter curtailment programs, replacement of uncertified wood stoves with cleaner units, and restrictions to burn only seasoned wood with no more than 20 percent moisture.

- The Flathead County, Whitefish, Montana PM-10 Limited Maintenance Plan and Redesignation Request was approved by EPA on June 8, 2022. This plan continues implementation of controls from the 2000 SIP, focusing on reducing fugitive dust emissions from roads, parking lots, construction and demolition projects, and barren ground. Key measures include the use of specific sealing materials and requirements, limit sanding and chip seal materials and include prioritized street sweeping and flushing once roads become ice-free and temperatures exceed 35°F.

- The Sanders County (Thompson Falls), Montana PM-10 Limited Maintenance Plan and Redesignation Request was approved by EPA on March 8, 2022. The plan continued controls from 2000 SIP to reduce fugitive dust from roads and parking lots through regular street sweeping based on visible dust, restrictions on sanding materials, paving, and seasonal sweeping protocols.

- The Silver Bow County, Butte, Montana PM-10 Limited Maintenance Plan and Redesignation Request was approved by EPA on June 25, 2021. This plan continued SIP approved controls for residential wood-burning restrictions, open burning prohibitions, and street sanding and cleanup requirements.

- The Coso Junction, California Second 10-Year PM-10 Maintenance Plan was approved by EPA on August 14, 2023. The plan relied on existing control measures for unpaved road dust, windblown dust stabilization, and industrial source-specific dust, with a focus on Owens Lake.

Based on review of commitments from other PM-10 nonattainment areas that have been developed since the previous RTP, no additional on-road fugitive dust controls measures are available for consideration. The San Joaquin Valley MPOS already implement similar or more stringent measures through Regulation VIII (Fugitive PM10 Prohibitions) that contains a comprehensive suite of rules designed to reduce fugitive PM_{10} emissions from a range of sources.

Based on consultation with CARB and the Air District, Kern Council of Governments considered priority funding allocations in the 2026 RTP for PM-10 and NOx emission reduction projects in the post-attainment year timeframe that go beyond the emission reduction commitments made for the 2010 attainment year for the following four measures:

(1) Paving or Stabilizing Unpaved Roads and Alleys

(2) Curbing, Paving, or Stabilizing Shoulders on Paved Roads

(3) Frequent Routine Sweeping or Cleaning of Paved Roads (i.e., funding allocation for the purchase of PM-10 efficient street sweepers for member jurisdictions); and

(4) Repave or Overlay Paved Roads with Rubberized Asphalt

Kern COG and its member jurisdictions consider both short- and long-term PM-10 emission reductions to be a priority as part of adopted policy. Every two to three years, Kern COG conducts a Congestion Mitigation and Air Quality (CMAQ) "Call for Projects" that includes funding for PM-10 projects by five categories including one for PM mitigating projects listed in measures 1-3 above. Funding levels and goals are set by Kern COG as part of each funding cycle, including a commitment to cost effectiveness. Additional points are given based on the level of emissions 47 Kern Council of Governments Conformity Analysis for the 2025 FTIP and 2022 RTP reductions and BACM status. Currently, Caltrans has incorporated rubberized asphalt as general policy to meet recycled content requirements on high volume state highway facilities.

In 2003, Caltrans established a goal of using at least 15 percent rubberized asphalt concrete compared to all flexible pavement by weight; Caltrans has exceeded this goal each year. In 2005, AB 338 was passed and requires Caltrans to gradually phase in the use of crumb rubber, which is used to make rubberized-asphalt concrete, on state highway construction and repair projects, to the extent feasible. Kern COG will consider member agency project proposals for use of rubberized asphalt in accordance with adopted program policies including, cost-effectiveness policies.

CHAPTER 5:
INTERAGENCY CONSULTATION

The requirements for consultation procedures are listed in the Transportation Conformity Regulations under section 93.105. Consultation is necessary to ensure communication and coordination among air and transportation agencies at the local, State and Federal levels on issues that would affect the conformity analysis such as the underlying assumptions and methodologies used to prepare the analysis. Section 93.105 of the conformity regulation notes that there is a requirement to develop a conformity SIP that includes procedures for interagency consultation, resolution of conflicts, and public consultation as described in paragraphs (a) through (e). Section 93.105(a)(2) states that prior to EPA approval of the conformity SIP, "MPOs and State departments of transportation must provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, DOT and EPA, including consultation on the issues described in paragraph (c)(1) of this section, before making conformity determinations." The Air District adopted Rule 9120 Transportation Conformity on January 19, 1995 in response to requirements in Section 176(c)(4)(c) of the Clean Air Act as amended in 1990. Since EPA has not approved Rule 9120 (the conformity SIP), the conformity regulation requires compliance with 40 CFR 93.105 (a)(2) and (e) and 23 CFR 450.

Section 93.112 of the conformity regulation requires documentation of the interagency and public consultation requirements according to Section 93.105. A summary of the interagency consultation and public consultation conducted to comply with these requirements is provided below. Appendix E includes the public meeting process documentation. The responses to comments received as part of the public comment process are included in Appendix F.

A. INTERAGENCY CONSULTATION

Consultation is generally conducted through the San Joaquin Valley Interagency Consultation Group (combination of previous Model Coordinating Committee and Programming Coordinating Group). The San Joaquin Valley Interagency Consultation (IAC) Group has been established by the Valley Transportation Planning Agency's Director's Association to provide a coordinated approach to valley transportation planning and programming (Transportation Improvement Program, Regional Transportation Plan, and Amendments), transportation conformity, climate change, and air quality (State Implementation Plan and Rules). The purpose of the group is to ensure Valley wide coordination, communication and compliance with Federal and California Transportation Planning and Clean Air Act requirements. Each of the eight Valley MPOs and the Air District are represented. In addition, the Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans (Headquarters, District 6, and District 10) are all represented. The IAC Group meets approximately quarterly. In addition, separate San Joaquin Valey Project-Level Conformity Working Group meetings are held to address project-level conformity requirements and exempt projects specific to each jurisdiction and project.

IAC calls to discuss the 2027 FTIP and 2026 RTP conformity demonstration methodology and applicable budgets were held on March 17, April 16, 2026, and May 27, 2026. The draft boilerplate conformity document (including latest planning assumptions) was distributed for interagency consultation on May 16, 2026. Comments received were addressed and incorporated into this version of the analysis. EPA and FHWA concurred on May 28, 2026.

The Conformity Analysis for the 2027 FTIP and 2026 RTP was developed in consultation with Kern Council of Governments local partner agencies, including member jurisdictions, Caltrans, and local transit agencies.

The 2026 RTP/SCS were released on May 8, 2026 for a 55-day public comment period. 2027 FTIP, and the corresponding conformity analysis were released on June 1, 2026 for a 30-day public comment period, followed by adoption of all documents on September 17, 2026. Federal approval is anticipated on or before December 16, 2026.

Kern COG has represented Transit providers on the TTAC and RPAC which make recommendations on the TIP/RTP and corresponding conformity analysis, and addition Kern COG works closely with Kern APCD and SJVAPCD through the IAC process.

B. PUBLIC CONSULTATION

In general, agencies making conformity determinations shall establish a proactive public involvement process that provides opportunity for public review and comment on a conformity determination for FTIPs/RTPs. In addition, all public comments must be addressed in writing.

All MPOs in the San Joaquin Valley have standard public involvement procedures. Kern Council of Governments has an adopted consultation process and policy for conformity analysis which includes a minimum 30-day public notice and comment period followed by a public hearing. A public meeting is also conducted prior to adoption and all public comments are responded to in writing. The Appendices contain corresponding documentation supporting the public involvement procedures.

CHAPTER 6:
TIP AND RTP CONFORMITY

The principal requirements of the transportation conformity regulation for TIP/RTP assessments are: (1) the TIP and RTP must pass an emissions budget test with a budget that has been found to be adequate by EPA for transportation conformity purposes, or an interim emission test; (2) the latest planning assumptions and emission models must be employed; (3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and (4) consultation. The final determination of conformity for the TIP/RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

The previous chapters and the appendices present the documentation for all of the requirements listed above for conformity determinations except for the conformity test results. Prior chapters have also addressed the updated documentation required under the transportation conformity regulation for the latest planning assumptions and the implementation of transportation control measures specified in the applicable air quality implementation plans.

This chapter presents the results of the conformity tests, satisfying the remaining requirement of the transportation conformity regulation. Separate tests were conducted for ozone, PM-10 and PM2.5 (1997 and 2012 PM2.5 standards, and 2006 24-hour PM2.5 standards). The applicable conformity tests were reviewed in Chapter 1. For each test, the required emissions estimates were developed using the transportation and emission modeling approaches required under the transportation conformity regulation and summarized in Chapters 2 and 3. The results are summarized below, followed by a more detailed discussion of the findings for each pollutant. Table 6-1 presents results for ozone (ROG/NOx), PM-10 (PM-10/NOx), and PM2.5 (PM2.5/NOx) respectively, in tons per day for each of the horizon years tested.

Ozone:

The applicable conformity test is the emissions budget test, using either Option 1 – budgets from the *2026 Updates to Motor Vehicle Emissions Budgets for the 75 parts per billion Ozone State Implementation Plan* for both the 2008 and 2015 standards, or Option 2 – budgets from the *2026 Updates* for the 2008 standard and budgets from the *2026 Extreme Ozone SIP Revision* for the 2015 standard. Both SIP revisions establish budgets for ROG and NOx for an average summer (ozone) season day. EPA proposed approval of the 2016 Update budgets on July 9, 2026, with final publication anticipated in early October 2026 and an effective date prior to December 16, 2026. The modeling results for all analysis years indicate that the on-road vehicle ROG and NOx emissions predicted for each of the "Build" scenarios are less than the emissions budgets. The TIP/RTP therefore satisfy the conformity emissions test for volatile organic compounds and nitrogen oxides.

PM-10:

For PM-10, the applicable conformity test is the emissions budget test, using the 2007 PM-10 Maintenance Plan budgets for PM-10 and NOx. This Plan revision including conformity budgets was conditionally approved by EPA on July 8, 2016 (effective September 30, 2016). On January 20, 2023, CARB withdrew their 2017 PM10 Maintenance Plan Update addressing the conditional approval of the 2015 Transportation Conformity Budget Update for the annual PM10 standard dealing with exceptional events demonstration. However, since EPA has not yet taken action on this submittal, the 2007 Maintenance Plan budgets (as revised in 2015) continue to apply. The modeling results for all analysis years indicate that the PM-10 emissions predicted for the "Build" scenarios are less than the emissions budget for 2020 using the 2015 Update budgets. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

1997 24-Hour and Annual PM2.5 Standards:

For 1997 PM2.5 Standards, the applicable conformity test is the emission budget test, using budgets established in the 2018 PM2.5 Plan. EPA approved 2018 PM2.5 Plan elements pertaining to the 1997 24-hour and 1997 annual PM2.5 standards on January 28, 2022 and December 14, 2024, respectively. The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the "Build" scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

2006 PM2.5 Standard:

On July 22, 2020, EPA approved portions of the 2018 PM2.5 Plan that pertain to the 2006 24-hour PM2.5 standard, including new transportation conformity budgets and trading mechanism. For the 2006 PM2.5 standard, the applicable conformity test is the emission budget test, using approved budgets established in the 2018 PM2.5 Plan. The modeling results for all analysis years indicate that the on-road vehicle PM2.5 and NOx emissions predicted for the "Build" scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

2012 PM2.5 Standard:

On November 26, 2021, EPA issued final approval of the 2016 Moderate Area PM2.5 Plan and portions of the 2018 PM2.5 plan that pertain to the moderate requirements for the 2012 PM2.5 standard. The approval also included reclassification to serious. CARB withdrew 2018 PM2.5 Plan portions dealing with 2012 serious PM2.5 standards on October 27, 2022. The 2024 Plan for annual 2012 PM2.5 standards (serious) was adopted by CARB on July 25, 2024 and submitted for EPA review on August 22, 2024; EPA action is still pending at this time. Until the new 2012 serious area PM2.5 standard budgets are found adequate or approved, the SJV will conduct conformity determination for the 2012 annual PM2.5 standard using budgets established in the 2016 PM2.5 and 2018 PM2.5 Plan for moderate nonattainment.

For the 2012 PM2.5 standards, the applicable conformity test is the emissions budget test, using moderate area budgets. The modeling results for all analysis years indicate that the on-road vehicle

PM2.5 and NOx emissions predicted for the "Build" scenarios are less than the emissions budget. The TIP/RTP therefore satisfy the conformity emissions test for PM2.5 and nitrogen oxides.

Other Portions of Kern: In addition to the San Joaquin Valley planning area, Kern County also includes the federally designated Mojave Desert, portions of the Indian Wells Valley Planning Area, and the portion of the San Joaquin Valley PM-10 nonattainment area that lies within the Kern County Air Pollution Control District (East Kern PM-10 Area).

For the Mojave Desert ozone area, EPA finalized approval of the Eastern Kern 2017 Ozone SIP on June 25, 2021, thus the applicable conformity test for both the 2008 and 2015 ozone standards is the emissions budget test using the established budgets for ROG and NOx for an average summer (ozone) season day. The modeling results for all analysis years indicate that the on-road vehicle ROG and NOx emissions predicted for each of the "Build" scenarios are less than the emissions budgets. The TIP/RTP therefore satisfy the conformity emissions test for volatile organic compounds and nitrogen oxides.

For Indian Wells Valley PM-10, the applicable conformity test is the emissions budget test, using the Indian Wells Valley Second 10-Year Maintenance Plan budgets for PM-10 and NOx. This Plan was approved by EPA on January 18, 2023 (effective February 17, 2023). The modeling results for all analysis years indicate that the PM-10 emissions predicted for the "Build" scenarios are less than the emissions budgets for 2020 and 2025. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

For the portion of the SJV PM-10 nonattainment area that is under the jurisdiction of the Kern County APCD, the interim emissions test is satisfied for all years since the transportation projects and planning assumptions in both the "Action" and "Baseline" scenarios are exactly the same. In accordance with Section 93.119(g)(2), the emission predicted in the "Action" scenario are not greater than the emissions predicted in the "Baseline" scenario for such analysis years. The TIP/RTP therefore satisfy the conformity emissions tests for PM-10.

As all requirements of the Transportation Conformity Regulation have been satisfied, a finding of conformity for the 2027 FTIP and the 2026 RTP is supported.

Table 6-1:
Conformity Results Summary

Option 1 Conformity Analysis Results – Adopted by KCOG

2026 RTP Conformity Analysis Results Summary -- Kern

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 Ozone and Option 1 - 2015 Ozone	2026 Budget	3.7	10.6		
	2027	3.40	7.6	YES	YES
	2029 Budget	3.3	10.3		
	2029	3.1	7.2	YES	YES
	2031 Budget	3.1	10.3		
	2031	2.9	7.0	YES	YES
	2037	2.5	6.9	YES	YES
	2046	2.1	7.6	YES	YES
	2049	2.0	8.0	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10	2020 Budget	7.4	23.3		
	2027	5.6	8.0	YES	YES
	2020 Budget	7.4	23.3		
	2037	5.8	7.3	YES	YES
	2020 Budget	7.4	23.3		
	2046	5.7	7.9	YES	YES
	2020 Budget	7.4	23.3		
	2049	5.5	8.3	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 24-Hour PM2.5 Standard	2020 Budget	0.8	23.3		
	2027	0.4	8.0	YES	YES
	2020 Budget	0.8	23.3		
	2037	0.4	7.3	YES	YES
	2020 Budget	0.8	23.3		
	2046	0.5	8.0	YES	YES
	2020 Budget	0.8	23.3		
	2049	0.5	8.4	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 Annual PM2.5 Standard	2023 Budget	0.7	13.3		
	2027	0.4	8.0	YES	YES
	2023 Budget	0.7	13.3		
	2037	0.4	7.3	YES	YES
	2023 Budget	0.7	13.3		
	2046	0.5	8.0	YES	YES
	2023 Budget	0.7	13.3		
	2049	0.5	8.4	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2006 PM2.5 Winter 24-Hour Standard	2024 Budget	0.7	13.4		
	2027	0.4	8.4	YES	YES
	2024 Budget	0.7	13.4		
	2037	0.4	7.6	YES	YES
	2024 Budget	0.7	13.4		
	2046	0.5	8.3	YES	YES
	2024 Budget	0.7	13.4		
	2049	0.5	8.7	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2012 Annual PM2.5 Standard (Moderate)	2022 Budget	0.8	19.4		
	2027	0.4	8.0	YES	YES
	2022 Budget	0.8	19.4		
	2037	0.4	7.3	YES	YES
	2022 Budget	0.8	19.4		
	2046	0.5	8.0	YES	YES
	2022 Budget	0.8	19.4		
	2049	0.5	8.4	YES	YES

Option 2 Conformity Analysis Results – Not Adopted

2026 RTP Conformity Analysis Results Summary

San Joaquin Valley (All Subareas)					
Standard	**Analysis Year**	**Emissions Total**		**DID YOU PASS?**	
		ROG (tons/day)	**NOx (tons/day)**	**ROG**	**NOx**
2015 Ozone	2026 Budget	19.1	34		
	2027	16.8	31	**YES**	**YES**
	2029 Budget	16.8	30		
	2029	15.3	28	**YES**	**YES**
	2032 Budget	14.9	27		
	2032	13.5	26	**YES**	**YES**
	2035 Budget	14.0	27		
	2035	12.2	25	**YES**	**YES**
	2037 Budget	13.4	27		
	2037	11.6	25	**YES**	**YES**
	2046	9.4	26	**YES**	**YES**
	2049	9.2	26	**YES**	**YES**

Conformity Analysis Results for Other Areas of Kern County

2026 RTP Conformity Results Summary -- Kern (Mojave Desert)

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 and 2015 Ozone	2020 Budget	1.3	3.6		
	2027	0.6	1.7	YES	YES
	2037	0.4	1.7	YES	YES
	2046	0.3	1.9	YES	YES
	2049	0.3	2.0	YES	YES

2026 RTP Conformity Results Summary -- Kern (Indian Wells Valley)

Standard	Analysis Year	Emissions Total	DID YOU PASS?
		PM-10 (tons/day)	PM-10
PM-10 (Second Maintenance Plan)	2020 Budget	0.4	
	2027	0.3	YES
	2025 Budget	0.5	
	2037	0.3	YES
	2025 Budget	0.5	
	2046	0.4	YES
	2025 Budget	0.5	
	2049	0.3	YES

REFERENCES

CAA, 1990. *Clean Air Act*, as amended November 15, 1990. (42 U. S. C. Section 7401et seq.) November 15, 1990.

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APPENDIX A

CONFORMITY CHECKLIST

CONFORMITY ANALYSIS DOCUMENTATION

Checklist for MPO TIPs/RTPs
January 2018

40 CFR	Criteria	Page	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	Ch. 1 P.11-14	
§93.102 (b)(2)(iii)	PM10 areas: document whether EPA or state has found VOC and/or NOx to be a significant contributor or if the SIP establishes a budget	Ch. 1 P.18 P. 26-27	
§93.102 (b)(2)(iv)	PM2.5 areas: document if both EPA and the state have found that NOx is **not** a significant contributor or that the SIP does **not** establish a budget (otherwise, conformity applies for NOx)	N/A	NOx is a significant contributor.
§93.102 (b)(2)(v)	PM2.5 areas: document whether EPA or state has found VOC, SO2, and/or NH3 to be a significant contributor or if the SIP establishes a budget	Ch. 1 P.19-22	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding made by DOT.	E.S. P. 1 Appendix E - Resolution	
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	N/A	
§93.106	Document that horizon years are no more than 10 years apart ((a)(1)(i)). Document that the first horizon year is no more than 10 years from the based year used to validate the transportation demand planning model ((a)(1)(ii)). Document that the attainment year is a horizon year, if in the timeframe of the plan ((a)(1)(iii)). Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year ((a)(2)(ii)). Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	Ch. 1 P. 22, Table 1-7 P, 27, Table 1-10 Ch.2 P, 36 Appendix B – Project List Ch. 2 P. 39-40	
§93.108	Document that the TIP/RTP is fiscally constrained (23 CFR 450).	E.S. P. 2	

40 CFR	Criteria	Page	Comments
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	E.S. 5-7	
§93.109 (c,)	Provide either a table or text description that details, for each pollutant, precursor and applicable standard, whether the interim emissions test(s) and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	Ch. 1 P.14-22, 24-27	
§93.109(e)	CO or PM10: Document if the area has a limited maintenance plan and from where that information comes	Ch. 1 P. 18, 26-27	PM10 only
§93.109(f)	Document if motor vehicle emissions are an insignificant contributor and in what SIP that determination is found	N/A	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	Ch. 2, Table 2-1 Ch. 2 P. 28	
EPA-DOT guidance	Document the use of planning assumptions less than five years old. If unable, include written justification for the use of older data. (December 2008 guidance,)	Ch. 2, Table 2-1	LPAs are less than five years old
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination (c). Document the assumptions about transit service, use of the latest transit fares, and road and bridge tolls (d). Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented (e). Document the key assumptions and show that they were agreed to through Interagency and public consultation (f).	Ch. 2 P. 37 Ch. 2, P.41-42 Ch. 4, P.50-52 Ch. 5 P.58-59 Appendix E	
§93.111	Document the use of the latest emissions model approved by EPA. If the previous model was used and the grace period has ended, document that the analysis began before the end of the grace period.	Ch. 3 P. 44-45	
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.	Ch. 5 P. 58-59 Appendix E	
§93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and	Ch. 4 P. 50-57	

40 CFR	Criteria	Page	Comments
	document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.	Appendix D	
§93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	ES, P.1 Ch.3, P.43	Analysis addresses both documents
For Areas with SIP Budgets:			
§93.118, §93.124	Document what the applicable budgets are, and for what years. Document if there are subarea budgets established, and for which areas (93.124(c)). Document if there is a safety margin established, and what are the budgets with the safety margin included. (93.124(a)). Document if there has been any trading among budgets, and if so, which SIP establishes the trading mechanism, and how it is used in the conformity analysis (93.124(b)). If there is more than one MPO in the area, document whether separate budgets are established for each MPO (93.124(d)).	Ch. 1 P. 14-22, 25-27 Ch. 3 P. 46, 48	All sub-area budgets, except for Option 2 No safety margin
§93.118 (a, c, e)	Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.	Ch. 6 P. 60-67. Table 6-1	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	Ch. 1 P. 22-24	
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	Ch. 1 P. 22, Table 1-7 P, 27, Table 1-10	 No interpolation
For Areas without Applicable SIP Budgets:			
§93.119	Document whether the area must meet just one or both interim emissions tests. If both, document that it is the "less than" form of these tests (i.e., §93.119(b)(1) and (c)(1) vs. (b)(2), (c)(2), and (d)).	Ch. 1 P. 26-27	Eastern Kern PM10 Area only
§93.119[i] (a, b, c, d)	Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the TIP and regionally significant non-Federal projects, are consistent with the requirements of the "Action/Baseline" or "Action/Baseline Year" emissions tests as applicable.	Ch. 1 P. 26-27	Eastern Kern PM10 Area only

40 CFR	Criteria	Page	Comments
§93.119 (e)	Document the appropriate baseline year.	N/A	Projects and LPAs are the same for baseline and action/baseline scenarios for East Ker PM10 Area
§93.119 (f)	Document the use of appropriate pollutants and if EPA or the state has made a finding that a particular precursor or component of PM10 is significant or insignificant.	N/A	Projects and LPAs are the same for baseline and action/baseline scenarios for East Ker PM10 Area
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	N/A	Projects and LPAs are the same for baseline and action/baseline scenarios for East Ker PM10 Area
§93.119 (h, i)	Document how the baseline and action scenarios are defined for each analysis year.	Ch. 3 P. 49	Eastern Kern PM10 Area only
For All Areas Where a Regional Emissions Analysis Is Needed			
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis year it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	Ch. 2 P. 39-40 Appendix B	
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included, or that partial credit has been taken for partially implemented TCMs (a)(2). Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year (a)(3).	N/A	All SIP measures included in EMFAC2021. No additional credits from TCMs applied
§93.122 (a)(4,5,6,7)	For nonregulatory measures that are not included in the transportation plan and TIP, include written commitments from appropriate agencies (a)(4). Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios (a)(5). Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation (a)(6). Document the method(s) used to estimate VMT on off-network roadways in the analysis (a)(7).	N/A	

40 CFR	Criteria	Page	Comments
§93.122 (b)(1)(i)[ii]	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).	Ch. 2 P. 35-41, Table 2-1	
§93.122 (b)(1)(ii) [ii]	Document the land use, population, employment, and other network-based travel model assumptions.	Ch. 2P. 34-35, Table 2-1	
§93.122 (b)(1)(iii) [ii]	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	Ch. 2 P. 35, Table 2-1	
§93.122 (b)(1)(iv) [ii]	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.	Ch. 2 P. 37. Table 2-1	
§93.122 (b)(1)(v) [ii]	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split.	Ch. 2 P. 36-37. Table 2-1	
§93.122 (b)(1)(vi) [ii]	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	Ch. 2 P. 38, Table 2-1	
§93.122 (b)(2) [ii]	Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	Ch. 2 P. 37, Table 2-1	
§93.122 (b)(3) [ii]	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	Ch. 2 P. 38-39, Table 2-1	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled	N/A	
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM2.5 as significant pollutants, the inclusion of PM10 and/or PM2.5 construction emissions in the conformity analysis.	Ch. 3 P. 45-46	
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis, i.e. that:	N/A	

40 CFR	Criteria	Page	Comments
	(g)(1)(i): the new plan and TIP contain all the projects that must be started to achieve the highway and transit system envisioned by the plan	N/A	
	(g)(1)(ii): all plan and TIP projects are included in the transportation plan with design concept and scope adequate to determine their contribution to emissions in the previous determination;	N/A	
	(g)(1)(iii): the design concept and scope of each regionally significant project in the new plan/TIP are not significantly different from that described in the previous;	N/A	
	(g)(1)(iv): the previous regional emissions analysis meets 93.118 or 93.119 as applicable	N/A	
§93.126, §93.127, §93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	Ch.5, P. 58 Appendix B	Projects are determined as exempt through San Joaquin Valley Project-Level Working Group IAC consultation

[i] Note that some areas are required to complete both Interim emissions tests.
[ii] 40 CFR 93.122(b) refers only to serious, severe and extreme ozone areas and serious CO areas above 200,000 population. Also note these procedures apply in any areas where the use of these procedures has been the previous practice of the MPO (40 CFR 93.122(d)).

Disclaimers
This checklist is intended solely as an informational guideline to be used in reviewing Transportation Plans and Transportation Improvement Programs for adequacy of their conformity documentation. It is in no way intended to replace or supersede the Transportation Conformity regulations of 40 CFR Parts 51 and 93, the Statewide and Metropolitan Planning Regulations of 23 CFR Part 450 or any other EPA, FHWA or FTA guidance pertaining to transportation conformity or statewide and metropolitan planning. This checklist is not intended for use in documenting transportation conformity for individual transportation projects in nonattainment or maintenance areas. 40 CFR Parts 51 and 93 contain additional criteria for project-level conformity determinations.

APPENDIX B

TRANSPORTATION PROJECT LISTING

Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
1	**Bakersfield**															
2	Bakersfield	SJV	7th STANDARD RD	SANTA FE	ZERKER RD				2	2	2	2	2	2	2	2
3	Bakersfield/Shafter	SJV	7th STANDARD RD	Allen	VERDUGO				2	2	2	2	2	2	2	2
4	Bakersfield/Shafter	SJV	7th STANDARD RD	VERDUGO	CALLOWAY				2	2	2	2	2	2	2	2
5	Bakersfield	SJV	AIRPORT	STATE RD	SR99				3	3	3	3	3	3	3	3
6	Bakersfield	SJV	ALFRED HARRELL	MT VERNON	CHINA GRADE LOOP				2	2	2	2	2	2	2	2
7	Bakersfield	SJV	ALFRED HARRELL	CHINA GRADE LOOP	FAIRFAX				2	2	3	3	3	3	3	3
8	Bakersfield	SJV	ALFRED HARRELL	FAIRFAX	WEST END HARTPARK	Add Lanes	Local		2	2	2	2	2	2	2	2
9	Bakersfield	SJV	ALFRED HARRELL	WEST END HARTPARK	LAKE MING	Add Lanes	Local		1	1	2	2	2	2	2	2
10	Bakersfield	SJV	ALFRED HARRELL	LAKE MING	PALADINO	Add Lanes	Local		1	1	2	2	2	2	2	2
11	Bakersfield	SJV	ALFRED HARRELL	PALADINO	SR178	Add Lanes	Local		1	1	2	2	2	2	2	2
12	Bakersfield	SJV	ALLEN	SR58	BRIMHALL	Add Lanes	Local		3	3	3	3	3	3	3	3
13	Bakersfield	SJV	ALLEN	BRIMHALL	WESTSIDE PARKWAY				3	3	3	3	3	3	3	3
14	Bakersfield	SJV	ALLEN	WESTSIDE PARKWAY	STOCKDALE				3	3	3	3	3	3	3	3
15	Bakersfield	SJV	ALLEN	STOCKDALE	MING AVE				3	3	3	3	3	3	3	3
16	Bakersfield	SJV	ALLEN	MING AVE	WHITE LN				1/2	1/2	3	3	3	3	3	3
17	Bakersfield	SJV	ALLEN	WHITE LN	CAMPUS PARK				1	1	2	2	2	2	2	2
18	Bakersfield	SJV	ALLEN	CAMPUS PARK	PANAMA LN				1	1	2	2	2	2	2	2
19	Bakersfield	SJV	ALLEN	PANAMA LN	SR 119				1	1	1	1	1	1	1	1
20	Bakersfield	SJV	ASHE RD	PANAMA LN	SR 119				2	2	2	2	2	2	2	2
21	Bakersfield	SJV	BRIMHALL RD	Rudd Road	RENFRO RD				2	2	2	2	2	2	2	2
22	Bakersfield	SJV	BRIMHALL RD	RENFRO RD	ALLEN				2	2	2	2	2	2	2	2
23	Bakersfield	SJV	BUENA VISTA RD	WHITE LN	HARRIS RD				2	2	2	2	2	2	2	2
24	Bakersfield	SJV	BUENA VISTA RD	HARRIS RD	PANAMA LN				2	2	2	2	2	2	2	2
25	Bakersfield	SJV	BUENA VISTA RD	PANAMA LN	SR 119				2	2	2	2	2	2	2	2
26	Bakersfield	SJV	BUENA VISTA RD	SR 119	CURNOW RD				1	1	2	2	2	2	2	2
27	Bakersfield	SJV	CALLOWAY	ETCHART RD	SNOW	Add Lanes	Local		1	1	2	2	2	2	2	2
28	Bakersfield	SJV	CALLOWAY	SNOW	NORRIS				3	3	3	3	3	3	3	3
29	Bakersfield	SJV	CALLOWAY	NORRIS	OLIVE				3/2	3/2	3/2	3/2	3/2	3/2	3/2	3/2
30	Bakersfield	SJV	CALLOWAY	OLIVE	NORIEGA				3	3	3	3	3	3	3	3
31	Bakersfield	SJV	CALLOWAY	NORIEGA	HAGEMAN				3	3	3	3	3	3	3	3
32	Bakersfield	SJV	CALLOWAY	HAGEMAN	MEACHAM				3	3	3	3	3	3	3	3
33	Bakersfield	SJV	CALLOWAY	MEACHAM	SR58				3	3	3	3	3	3	3	3
34	Bakersfield	SJV	CALLOWAY	BRIMHALL	WESTSIDE PARKWAY				3	3	3	3	3	3	3	3
35	Bakersfield	SJV	CALLOWAY	WESTSIDE PARKWAY	STOCKDALE				3	3	3	3	3	3	3	3
36	Bakersfield	SJV	CALIFORNIA	STOCKDALE	MOHAWK				3	3	3	3	3	3	3	3
37	Bakersfield	SJV	CALIFORNIA	MOHAWK	REAL				3	3	3	3	3	3	3	3
38	Bakersfield	SJV	CALIFORNIA	REAL	SR99				3	3	3	3	3	3	3	3
39	Bakersfield	SJV	CALIFORNIA	SR99	OAK				3	3	3	3	3	3	3	3

Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
40	Bakersfield	SJV	CALIFORNIA	OAK	A ST				3/2	3/2	3/2	3/2	3	3	3	3
41	Bakersfield	SJV	CALIFORNIA	A ST	H ST				3	3	3	3	3	3	3	3
42	Bakersfield	SJV	CALIFORNIA	H ST	CHESTER				3	3	3	3	3	3	3	3
43	Bakersfield	SJV	CALIFORNIA	CHESTER	L ST				3	3	3	3	3	3	3	3
44	Bakersfield	SJV	CALIFORNIA	L ST	N ST				3	3	3	3	3	3	3	3
45	Bakersfield	SJV	CALIFORNIA	N ST	Q ST				3	3	3	3	3	3	3	3
46	Bakersfield	SJV	CALIFORNIA	Q ST	UNION				3	3	3	3	3	3	3	3
47	Bakersfield	SJV	CALIFORNIA	UNION	BAKER				3	3	3	3	3	3	3	3
48	Bakersfield	SJV	CALIFORNIA	BAKER	KING				3	3	3	3	3	3	3	3
49	Bakersfield	SJV	CALIFORNIA	KING	BEALE				3	3	3	3	3	3	3	3
50	Bakersfield	SJV	CALIFORNIA	BEALE	HALEY				3	3	3	3	3	3	3	3
51	Bakersfield	SJV	CALIFORNIA	HALEY	WASHINGTON				2	2	2	2	2	2	2	2
52	Bakersfield	SJV	CASA LOMA	UNION	MADISON				2	2	2	2	2	2	2	2
53	Bakersfield	SJV	CASA LOMA	MADISON	COTTONWOOD				2	2	2	2	2	2	2	2
54	Bakersfield	SJV	CASA LOMA	COTTONWOOD	WASHINGTON				2	2	2	2	2	2	2	2
55	Bakersfield	SJV	CASA LOMA	WASHINGTON	FAIRFAX				0	0	2	2	2	2	2	2
56	Bakersfield	SJV	CHESTER	34TH ST	COLUMBUS				2	2	2	2	2	2	2	2
57	Bakersfield	SJV	CHESTER	30TH ST	34TH ST				2	2	2	2	2	2	2	2
58	Bakersfield	SJV	CHESTER	SR178	30TH ST				2	2	2	2	2	2	2	2
59	Bakersfield	SJV	COFFEE	7TH STANDARD	ETCHART RD	Add Lanes	Local		2	2	3	3	3	3	3	3
60	Bakersfield	SJV	COFFEE	ETCHART RD	SNOW	Add Lanes	Local		2	2	3	3	3	3	3	3
61	Bakersfield	SJV	COFFEE	NORRIS	OLIVE	Add Lanes	Local		3/2	3/2	3	3	3	3	3	3
62	Bakersfield	SJV	COFFEE	OLIVE	HAGEMAN				3	3	3	3	3	3	3	3
63	Bakersfield	SJV	COFFEE	HAGEMAN	MEANY				3	3	3	3	3	3	3	3
64	Bakersfield	SJV	COFFEE	MEANY	DOWNING				3	3	3	3	3	3	3	3
65	Bakersfield	SJV	COFFEE	DOWNING	GRANITE FALLS				3	3	3	3	3	3	3	3
66	Bakersfield	SJV	COFFEE	GRANITE FALLS	SR58				3	3	3	3	3	3	3	3
67	Bakersfield	SJV	COFFEE	SR58	BRIMHALL				3	3	3	3	3	3	3	3
68	Bakersfield	SJV	COFFEE	BRIMHALL	WESTSIDE PARKWAY				3	3	3	3	3	3	3	3
69	Bakersfield	SJV	COFFEE	WESTSIDE PARKWAY	TRUXTUN				3	3	3	3	3	3	3	3
70	Bakersfield	SJV	COFFEE	TRUXTUN	STOCKDALE				3	3	3	3	3	3	3	3
71	Bakersfield	SJV	CENTENNIAL CORRIDOR	SR 58	WESTSIDE PARKWAY	New Freeway	KER08RTP020	$698,000,000	3	3	3	3	3	3	3	3
72	Bakersfield	SJV	COTTONWOOD	SR 58	CASA LOMA DR				2	2	2	2	2	2	2	2
73	Bakersfield	SJV	COTTONWOOD	CASA LOMA DR	WHITE LN				2	2	2	2	2	2	2	2
74	Bakersfield	SJV	COTTONWOOD	WHITE LN	PANAMA LN				2	2	2	2	2	2	2	2
75	Bakersfield	SJV	FAIRFAX RD	ALFRED HARRELL HIGHWAY	PALADINO DR				1	1	2	2	2	2	2	2
76	Bakersfield	SJV	FAIRFAX RD	REDBANK RD	PANAMA LN				1	1	2	2	2	2	2	2
77	Bakersfield	SJV	FAIRVIEW RD	MONITOR ST	SOUTH UNION AVE				1	1	2	2	2	2	2	2
78	Bakersfield	SJV	GOSFORD	SR119	MC KEE				2	2	2	2	2	2	2	2

Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled																	
									modeled (each								
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
79	Bakersfield	SJV	GOSFORD	MC KEE	MC CUTCHEN				2	2	2	2	2	2	2	2
80	Bakersfield	SJV	GOSFORD	MC CUTCHEN	PANAMA LN				2	2	2	2	2	2	2	2
81	Bakersfield	SJV	GOSFORD	PANAMA LN	HARRIS				3	3	3	3	3	3	3	3
82	Bakersfield	SJV	GOSFORD	HARRIS	PACHECO				3	3	3	3	3	3	3	3
83	Bakersfield	SJV	GOSFORD	PACHECO	DISTRICT				3	3	3	3	3	3	3	3
84	Bakersfield	SJV	GOSFORD	DISTRICT	WHITE LN				3	3	3	3	3	3	3	3
85	Bakersfield	SJV	GOSFORD	WHITE LN	S LAURELGLEN				3	3	3	3	3	3	3	3
86	Bakersfield	SJV	GOSFORD	S LAURELGLEN	N LAURELGLEN				3	3	3	3	3	3	3	3
87	Bakersfield	SJV	GOSFORD	N LAURELGLEN	MING				3	3	3	3	3	3	3	3
88	Bakersfield	SJV	GOSFORD	MING	CAMINO MEDIA				3	3	3	3	3	3	3	3
89	Bakersfield	SJV	GOSFORD	CAMINO MEDIA	STOCKDALE				3	3	3	3	3	3	3	3
90	Bakersfield	SJV	HAGEMAN	ALLEN	OLD FARM				3	3	3	3	3	3	3	3
91	Bakersfield	SJV	HAGEMAN	OLD FARM	JEWETTA				3	3	3	3	3	3	3	3
92	Bakersfield	SJV	HAGEMAN	JEWETTA	VERDUGO				3	3	3	3	3	3	3	3
93	Bakersfield	SJV	HAGEMAN	VERDUGO	CALLOWAY				3	3	3	3	3	3	3	3
94	Bakersfield	SJV	HAGEMAN	CALLOWAY	MAIN PLAZA				3	3	3	3	3	3	3	3
95	Bakersfield	SJV	HAGEMAN	MAIN PLAZA	RIVERLAKES				3	3	3	3	3	3	3	3
96	Bakersfield	SJV	HAGEMAN	RIVERLAKES	COFFEE				3	3	3	3	3	3	3	3
97	Bakersfield	SJV	HAGEMAN	COFFEE	PATTON				3	3	3	3	3	3	3	3
98	Bakersfield	SJV	HAGEMAN	PATTON	FRUITVALE				3	3	3	3	3	3	3	3
99	Bakersfield	SJV	HAGEMAN	FRUITVALE	MOHAWK				3	3	3	3	3	3	3	3
100	Bakersfield	SJV	HAGEMAN	MOHAWK	KNUDSEN DR				3	3	3	3	3	3	3	3
101	Bakersfield	SJV	HAGEMAN	KNUDSEN DR	SR 99	New Ramps	KER08RTP013	$68,900,000	3	3	3	3	3	3	3	3
102	Bakersfield	SJV	MCCUTCHEN RD	BUENA VISTA	OLD RIVER RD				2	2	2	2	2	2	2	2
103	Bakersfield	SJV	MCCUTCHEN RD	OLD RIVER RD	GOSFORD				2	2	2	2	2	2	2	2
104	Bakersfield	SJV	MCCUTCHEN RD	GOSFORD	STINE				2	2	2	2	2	2	2	2
105	Bakersfield	SJV	HOSKING	STINE	AKERS RD				2	2	2	2	2	2	2	2
106	Bakersfield	SJV	HOSKING	AKERS RD	WIBLE RD				2	2	2	2	2	2	2	2
107	Bakersfield	SJV	HOSKING	WIBLE RD	SO. H ST	Add Lanes	KER08RTP009	$31,000,000	3	3	3	3	3	3	3	3
108	Bakersfield	SJV	HOSKING	SO. H ST	UNION				2	2	2	2	2	2	2	2
109	Bakersfield	SJV	JEWETTA AVE	SNOW	HAGEMAN				2	2	2	2	2	2	2	2
110	Bakersfield	SJV	JEWETTA AVE	HAGEMAN	MEACHAM				2	2	2	2	2	2	2	2
111	Bakersfield	SJV	MANOR	ROBERTS LN	UNION				2	2	2	2	2	2	2	2
112	Bakersfield	SJV	MASTERSON ST	ALFRED HARRELL HWY	PALADINO DR				2	2	2	2	2	2	2	2
113	Bakersfield	SJV	MASTERSON ST	PALADINO DR	SR 178				2	2	2	2	2	2	2	2
114	Bakersfield	SJV	MING AVE	WEST BELTWAY	S ALLEN				2	2	2	2	2	2	2	2
115	Bakersfield	SJV	MING AVE	S ALLEN	BUENA VISTA				2	2	2	2	2	2	2	2
116	Bakersfield	SJV	MING AVE	BUENA VISTA	GRAND LAKES				3	3	3	3	3	2	3	3
117	Bakersfield	SJV	MING AVE	GRAND LAKES	OLD RIVER RD				3	3	3	3	3	2	3	3

Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
118	Bakersfield	SJV	MING AVE	OLD RIVER RD	HAGGIN OAKS				3	3	3	3	3	2	3	3
119	Bakersfield	SJV	MING AVE	HAGGIN OAKS	GOSFORD				3	3	3	3	3	2	3	3
120	Bakersfield	SJV	MING AVE	GOSFORD	EL PORTAL				3	3	3	3	3	2	3	3
121	Bakersfield	SJV	MING AVE	EL PORTAL	ASHE				3	3	3	3	3	2	3	3
122	Bakersfield	SJV	MING AVE	ASHE	NEW STINE				3	3	3	3	3	2	3	3
123	Bakersfield	SJV	MING AVE	NEW STINE	STINE RD				3	3	3	3	3	2	3	3
124	Bakersfield	SJV	MING AVE	STINE	AKERS				3	3	3	3	3	2	3	3
125	Bakersfield	SJV	MING AVE	AKERS	REAL				3	3	3	3	3	2	3	3
126	Bakersfield	SJV	MING AVE	REAL	WIBLE				3	3	3	3	3	2	3	3
127	Bakersfield	SJV	MING AVE	WIBLE	HUGHES LN				3	3	3	3	3	2	3	3
128	Bakersfield	SJV	MING AVE	HUGHES LN	H ST				2	2	2	2	2	2	2	2
129	Bakersfield	SJV	MING AVE	H ST	CHESTER				2	2	2	2	2	2	2	2
130	Bakersfield	SJV	MING AVE	CHESTER	P ST				2	2	2	2	2	2	2	2
131	Bakersfield	SJV	MING AVE	P ST	UNION				2	2	2	2	2	2	2	2
132	Bakersfield	SJV	MOHAWK	HAGEMAN	DOWNING				2	2	2	3	3	2	3	3
133	Bakersfield	SJV	MOHAWK	ROSEDALE	TRUXTUN	New Arterial	KER08RTP004	$377,000,000	3	3	3	3	3	2	3	3
134	Bakersfield	SJV	MOHAWK	SR 58	SR 58/Rosedale Highway 0.5 mi s/o				3	3	3	3	3	2	3	3
135	Bakersfield	SJV	MONTEREY	UNION	ALTA VISTA				3	3	3	3	3	3	3	3
136	Bakersfield	SJV	MONTEREY	ALTA VISTA	BAKER				2	2	2	2	2	2	2	2
137	Bakersfield	SJV	MONTEREY	BAKER	BEALE				2	2	2	2	2	2	2	2
138	Bakersfield	SJV	MONTEREY	BEALE	HALEY				2	2	2	2	2	2	2	2
139	Bakersfield	SJV	MONTEREY	HALEY	NILES				2	2	2	2	2	2	2	2
140	Bakersfield	SJV	MORNING DR	ALFRED HARRELL HWY	PALADINO DR				1	1	1	1	1	1	1	1
141	Bakersfield	SJV	MORNING DR	PALADINO DR	SR 178				2	2	2	2	3	3	3	3
142	Bakersfield	SJV	MORNING DR	SR 178	COLLEGE				1	1	1	1	1	1	1	1
143	Bakersfield	SJV	MT VERNON	COLUMBUS	SR178				2	2	2	2	2	2	2	2
144	Bakersfield	SJV	MT VERNON	SR58	BELLE TERRACE				2	2	2	2	2	2	2	2
145	Bakersfield	SJV	MT VERNON	BELLE TERRACE	CASA LOMA DR				1	1	2	2	2	2	2	2
146	Bakersfield	SJV	MT VERNON	WHITE LN/MULLER RD	PANAMA LN				0	0	0	0	1	1	1	1
147	Bakersfield	SJV	N. CHESTER	COLUMBUS	BEARDSLEY				2	2	2	2	2	2	2	2
148	Bakersfield	SJV	NEW STINE RD	WILSON	MING				3	3	3	3	3	3	3	3
149	Bakersfield	SJV	NEW STINE RD	MING	SUNDALE				3	3	3	3	3	3	3	3
150	Bakersfield	SJV	NEW STINE RD	SUNDALE	BELLE TERRACE				3	3	3	3	3	3	3	3
151	Bakersfield	SJV	NEW STINE RD	BELLE TERRACE	STOCKDALE				3	3	3	3	3	3	3	3
152	Bakersfield	SJV	NILES	UNION	ALTA VISTA				3	3	3	3	3	3	3	3
153	Bakersfield	SJV	NILES	ALTA VISTA	BAKER				2	2	2	2	2	2	2	2
154	Bakersfield	SJV	NILES	BAKER	BEALE				2	2	2	2	2	2	2	2
155	Bakersfield	SJV	NILES	BEALE	HALEY				2	2	2	2	2	2	2	2
156	Bakersfield	SJV	NILES	HALEY	MONTEREY				2	2	2	2	2	2	2	2

Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
157	Bakersfield	SJV	OAK ST	CALIFORNIA AVE	SR 178 / 24th ST				2	2	3	3	3	3	3	3
158	Bakersfield	SJV	OLD_RIVER	STOCKDALE	CAMINO MEDIA				3	3	3	3	3	3	3	3
159	Bakersfield	SJV	OLD_RIVER	CAMINO MEDIA	MING				3	3	3	3	3	3	3	3
160	Bakersfield	SJV	OLD_RIVER	MING	WHITE LN				3	3	3	3	3	3	3	3
161	Bakersfield	SJV	OLD_RIVER	WHITE LN	CAMPUS PARK				3	3	3	3	3	3	3	3
162	Bakersfield	SJV	OLD_RIVER	CAMPUS PARK	PACHECO				3	3	3	3	3	3	3	3
163	Bakersfield	SJV	OLD_RIVER	PACHECO	HARRIS				3	3	3	3	3	3	3	3
164	Bakersfield	SJV	OLD_RIVER	HARRIS	PANAMA LN	Add Lanes	Local		2	2	2	2	2	2	2	2
165	Bakersfield	SJV	OLD_RIVER	PANAMA LN	BERKSHIRE	Add Lanes	Local		2	2	2	2	2	2	2	2
166	Bakersfield	SJV	OLD_RIVER	BERKSHIRE	MCCUTCHEN(HOSKING)	Add Lanes	Local		2	2	2	2	2	2	2	2
167	Bakersfield	SJV	OLD STINE	MING AVE	BELLE TERRACE				2	2	2	2	2	2	2	2
168	Bakersfield	SJV	OLIVE DR	RUDD RD (WEST BELTWAY)	ALLEN				2	2	2	2	2	2	2	2
169	Bakersfield	SJV	OLIVE DR	ALLEN	JEWETTA				2	2	2	2	2	2	2	2
170	Bakersfield	SJV	OSWELL	SR178	BERNARD	Add Lanes	Local		3	3	3	3	3	3	3	3
171	Bakersfield	SJV	OSWELL	BRUNDAGE	SR58				2	2	2	2	2	2	2	2
172	Bakersfield	SJV	PALADINO DR	FAIRFAX	MORNING DR				2	2	2	2	2	2	2	2
173	Bakersfield	SJV	PALADINO DR	MORNING DR	VALLEY LN				2	2	2	2	2	2	2	2
174	Bakersfield	SJV	PALADINO DR	VALLEY LN	MASTERSON Street				2	2	2	2	2	2	2	2
175	Bakersfield	SJV	PALADINO DR	MASTERSON Street	ALFRED HARRELL HWY				0	0	1	1	1	1	1	1
176	Bakersfield	SJV	PANAMA_LN	ALLEN	WINDERMERE ST	Add Lanes	Local		2	2	2	2	3	3	3	3
177	Bakersfield	SJV	PANAMA_LN	WINDERMERE ST	BUENA VISTA BLVD	Add Lanes	Local		2	2	2	2	3	3	3	3
178	Bakersfield	SJV	PANAMA_LN	BUENA VISTA	MOUNTAIN VISTA	Add Lanes	Local		2	2	2	2	3	3	3	3
179	Bakersfield	SJV	PANAMA_LN	MOUNTAIN VISTA	OLD RIVER RD	Add Lanes	Local		2	2	2	2	3	3	3	3
180	Bakersfield	SJV	PANAMA_LN	OLD RIVER RD	PROGRESS	Add Lanes	Local		2	2	2	2	3	3	3	3
181	Bakersfield	SJV	PANAMA_LN	PROGRESS	GOSFORD	Add Lanes	Local		2	2	2	2	3	3	3	3
182	Bakersfield	SJV	PANAMA_LN	GOSFORD	RELIANCE	Add Lanes	Local		3	3	3	3	3	3	3	3
183	Bakersfield	SJV	PANAMA_LN	RELIANCE	ASHE	Add Lanes	Local		3	3	3	3	3	3	3	3
184	Bakersfield	SJV	PANAMA_LN	ASHE	GOLDEN GATE	Add Lanes	Local		3	3	3	3	3	3	3	3
185	Bakersfield	SJV	PANAMA_LN	GOLDEN GATE	STINE RD	Add Lanes	Local		3	3	3	3	3	3	3	3
186	Bakersfield	SJV	PANAMA_LN	STINE RD	AKERS				3	3	3	3	3	3	3	3
187	Bakersfield	SJV	PANAMA_LN	AKERS	WIBLE				3	3	3	3	3	3	3	3
188	Bakersfield	SJV	PANAMA_LN	WIBLE	SR99				3	3	3	3	3	3	3	3
189	Bakersfield	SJV	PANAMA_LN	SR99	H ST				3	3	3	3	3	3	3	3
190	Bakersfield	SJV	PANAMA_LN	H ST	MONITOR	Add Lanes	Local		2	2	3	3	3	3	3	3
191	Bakersfield	SJV	PANAMA_LN	MONITOR	UNION	Add Lanes	Local		2	2	3	3	3	3	3	3
192	Bakersfield	SJV	PANAMA_LN	UNION	SPARKS ST				1/2	1/2	2	2	2	2	2	2
193	Bakersfield	SJV	PANAMA_LN	SPARKS ST	COTTONWOOD				2	2	2	2	3	3	3	3
194	Bakersfield	SJV	PANAMA LN	COTTONWOOD	SR184				2	2	2	2	2	2	2	2
195	Bakersfield	SJV	PANORAMA DR	1700 FEET N COLUMBUS	UNION				2	2	2	2	2	2	2	2

Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

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SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
196	Bakersfield	SJV	QUAIL CREEK RD	SNOW	ETCHART RD				1	1	2	2	2	2	2	2
197	Bakersfield	SJV	QUAIL CREEK RD	ETCHART RD	7th STANDARD RD				0	0	2	2	2	2	2	2
198	Bakersfield	SJV	REAL RD	STOCKDALE	SR58				2	2	2	2	2	2	2	2
199	Bakersfield	SJV	RENFRO RD	7th STANDARD RD	OLIVE DR				0	0	0	0	1	1	1	1
200	Bakersfield	SJV	RENFRO RD	OLIVE DR	REINA RD				2	2	2	2	2	2	2	2
201	Bakersfield	SJV	RENFRO RD	JOHNSON RD	STOCKDALE HWY				2	2	2	2	2	2	2	2
202	Bakersfield	SJV	SANTA FE WAY	RUDD RD (West Beltway)	HAGEMAN RD				2	2	2	2	2	2	2	2
203	Bakersfield	SJV	SNOW RD	RENFRO RD	ALLEN				2	2	2	2	2	2	2	2
204	Bakersfield	SJV	SNOW RD	JEWETTA AVE	CALLOWAY DR				2	2	2	2	2	2	2	2
205	Bakersfield	SJV	SNOW RD	COFFEE RD	FRUITVALE AVE				2	2	2	2	2	2	2	2
206	Bakersfield	SJV	SO.CHESTER	UNION	PLANZ RD				2	2	2	2	2	2	2	2
207	Bakersfield	SJV	SO.CHESTER	PLANZ RD	WILSON				2	2	2	2	2	2	2	2
208	Bakersfield	SJV	SO.CHESTER	MING	BELLE TERRACE				2	2	2	2	2	2	2	2
209	Bakersfield	SJV	SO.CHESTER	BELLE TERRACE	SR58				2	2	2	2	2	2	2	2
210	Bakersfield	SJV	SO.CHESTER	SR58	BRUNDAGE				2	2	2	2	2	2	2	2
211	Bakersfield	SJV	SO.CHESTER	BRUNDAGE	4TH ST				2	2	2	2	2	2	2	2
212	Bakersfield	SJV	SO.CHESTER	4TH ST	CALIFORNIA				2	2	2	2	2	2	2	2
213	Bakersfield	SJV	SO.CHESTER	CALIFORNIA	TRUXTUN				2	2	2	2	2	2	2	2
214	Bakersfield	SJV	SO.CHESTER	TRUXTUN	18TH ST				2	2	2	2	2	2	2	2
215	Bakersfield	SJV	SO.CHESTER	18TH ST	21ST ST				2	2	2	2	2	2	2	2
216	Bakersfield	SJV	SO.CHESTER	21ST ST	SR178				2	2	2	2	2	2	2	2
217	Bakersfield	SJV	SO. H ST	ARVIN-EDSION CANAL	HOSKING				2	2	2	2	2	2	2	2
218	Bakersfield	SJV	SO. H ST	HOSKING	SR119				2	2	2	2	2	2	2	2
219	Bakersfield	SJV	STINE RD	WILSON	PLANZ RD				3	3	3	3	3	3	3	3
220	Bakersfield	SJV	STINE RD	PLANZ RD	WHITE LN				3	3	3	3	3	3	3	3
221	Bakersfield	SJV	STINE RD	WHITE LN	DISTRICT				3	3	3	3	3	3	3	3
222	Bakersfield	SJV	STINE RD	DISTRICT	PACHECO				3	3	3	3	3	3	3	3
223	Bakersfield	SJV	STINE RD	PACHECO	HARRIS				3	3	3	3	3	3	3	3
224	Bakersfield	SJV	STINE RD	HARRIS	PANAMA LN				3	3	3	3	3	3	3	3
225	Bakersfield	SJV	STINE RD	PANAMA LN	BERKSHIRE				2	2	2	2	2	2	2	2
226	Bakersfield	SJV	STINE RD	BERKSHIRE	HOSKING				2	2	2	2	2	2	2	2
227	Bakersfield	SJV	STINE RD	HOSKING	MC KEE				2	2	2	2	2	2	2	2
228	Bakersfield	SJV	STINE RD	MC KEE	SR119				2	2	2	2	2	2	2	2
229	Bakersfield	SJV	STOCKDALE	NORD	WEGIS	New Freeway	KER08RTP020	$698,000,000	2/1	3	3	3	3	3	3	3
230	Bakersfield	SJV	STOCKDALE	WEGIS	HEATH	New Freeway	KER08RTP020	$698,000,000	2/1	3	3	3	3	3	3	3
231	Bakersfield	SJV	STOCKDALE	HEATH	CLAUDIA AUTUMN DR	New Freeway	KER08RTP020	$698,000,000	2	2	2	2	2	2	2	2
232	Bakersfield	SJV	STOCKDALE	CLAUDIA AUTUMN DR	RENFRO	New Freeway	KER08RTP020	$698,000,000	2	2	2	2	2	2	2	2
233	Bakersfield	SJV	STOCKDALE	RENFRO	ALLEN				2	2	2	2	2	2	2	2
234	Bakersfield	SJV	STOCKDALE	ALLEN	JEWETTA				3	3	3	3	3	3	3	3

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									modeled (each								
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
235	Bakersfield	SJV	STOCKDALE	JEWETTA	BUENA VISTA BLVD				3	3	3	3	3	3	3	3
236	Bakersfield	SJV	STOCKDALE	BUENA VISTA	CALLOWAY				3	3	3	3	3	3	3	3
237	Bakersfield	SJV	STOCKDALE	CALLOWAY	COFFEE				3	3	3	3	3	3	3	3
238	Bakersfield	SJV	STOCKDALE	COFFEE	ASHE				3	3	3	3	3	3	3	3
239	Bakersfield	SJV	STOCKDALE	ASHE	CALIFORNIA				3	3	3	3	3	3	3	3
240	Bakersfield	SJV	STOCKDALE	CALIFORNIA	MONTCLAIR				3	3	3	3	3	3	3	3
241	Bakersfield	SJV	STOCKDALE	MONTCLAIR	STINE RD				3	3	3	3	3	3	3	3
242	Bakersfield	SJV	STOCKDALE	STINE	REAL				3	3	3	3	3	3	3	3
243	Bakersfield	SJV	STOCKDALE	REAL	SR99				3	3	3	3	3	3	3	3
244	Bakersfield	SJV	STOCKDALE	SR99	OAK				3	3	3	3	3	3	3	3
245	Bakersfield	SJV	TRUXTUN AVE	OAK	BEECH	Add Lanes	Local		2/3	2/3	2/3	2/3	3	3	3	3
246	Bakersfield	SJV	TRUXTUN AVE	BEECH	PINE ST	Add Lanes	Local		2	2	2	2	3	3	3	3
247	Bakersfield	SJV	TRUXTUN AVE	PINE	B ST	Add Lanes	Local		2	2	2	2	3	3	3	3
248	Bakersfield	SJV	TRUXTUN AVE	B ST	F ST	Add Lanes	Local		2	2	2	2	3	3	3	3
249	Bakersfield	SJV	TRUXTUN AVE	F ST	H ST	Add Lanes	Local		2	2	2	2	3	3	3	3
250	Bakersfield	SJV	TRUXTUN AVE	H ST	CHESTER				3/2	3/2	3/2	3/2	3	3	3	3
251	Bakersfield	SJV	TRUXTUN AVE	CHESTER	M ST				3	3	3	3	3	3	3	3
252	Bakersfield	SJV	TRUXTUN AVE	M ST	N ST				3	3	3	3	3	3	3	3
253	Bakersfield	SJV	TRUXTUN AVE	N ST	Q ST				3	3	3	3	3	3	3	3
254	Bakersfield	SJV	TRUXTUN AVE	Q ST	UNION				3	3	3	3	3	3	3	3
255	Bakersfield	SJV	UNION	MANOR	COLUMBUS				2	2	2	2	2	2	2	2
256	Bakersfield	SJV	UNION	COLUMBUS	34TH ST				2	2	2	2	2	2	2	2
257	Bakersfield	SJV	UNION	34TH ST	30TH ST				2	2	2	2	2	2	2	2
258	Bakersfield	SJV	UNION	30TH ST	NILES				2	2	2	2	2	2	2	2
259	Bakersfield	SJV	UNION	NILES	MONTEREY				2	2	2	2	2	2	2	2
260	Bakersfield	SJV	UNION	MONTEREY	KENTUCKY				2	2	2	2	2	2	2	2
261	Bakersfield	SJV	UNION	KENTUCKY	SR204				2	2	2	2	2	2	2	2
262	Bakersfield	SJV	UNION	SR204	21ST ST				3	3	3	3	3	3	3	3
263	Bakersfield	SJV	UNION	21ST ST	18TH ST				3	3	3	3	3	3	3	3
264	Bakersfield	SJV	UNION	18TH ST	TRUXTUN				3	3	3	3	3	3	3	3
265	Bakersfield	SJV	UNION	TRUXTUN	CALIFORNIA				3	3	3	3	3	3	3	3
266	Bakersfield	SJV	UNION	CALIFORNIA	4TH ST				3	3	3	3	3	3	3	3
267	Bakersfield	SJV	UNION	4TH ST	BRUNDAGE				3	3	3	3	3	3	3	3
268	Bakersfield	SJV	UNION	BRUNDAGE	SR58				3	3	3	3	3	3	3	3
269	Bakersfield	SJV	UNION	SR58	BELLE TERRACE	Add Lanes	Local		3	3	3	3	3	3	3	3
270	Bakersfield	SJV	UNION	MING	WILSON	Add Lanes	Local		3	3	3	3	3	3	3	3
271	Bakersfield	SJV	UNION	WILSON	PLANZ	Add Lanes	Local		3	3	3	3	3	3	3	3
272	Bakersfield	SJV	UNION	PLANZ	CHESTER	Add Lanes	Local		3	3	3	3	3	3	3	3
273	Bakersfield	SJV	UNION	CHESTER	WHITE LN	Add Lanes	Local		3	3	3	3	3	3	3	3

Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled																	
									modeled (each								
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
274	Bakersfield	SJV	UNION	PACHECO	FAIRVIEW RD	Add Lanes	Local		2	2	3	3	3	3	3	3
275	Bakersfield	SJV	UNION	FAIRVIEW RD	PANAMA LN	Add Lanes	Local		2	2	3	3	3	3	3	3
276	Bakersfield	SJV	UNION	PANAMA LN	BERKSHIRE	Add Lanes	Local		2	2	3	3	3	3	3	3
277	Bakersfield	SJV	UNION	BERKSHIRE	HOSKING	Add Lanes	Local		2	2	3	3	3	3	3	3
278	Bakersfield	SJV	VINELAND RD	PALADINO DR	SR 178				2	2	2	2	2	2	2	2
279	Bakersfield	SJV	VINELAND RD	SR 178	SR 184/Kern Canyon Road				2	2	2	2	2	2	2	2
280	Bakersfield	SJV	WHITE LN/Muller Road	COTTONWOOD RD	OSWELL				0	0	2	2	2	2	2	2
281	Bakersfield	SJV	WHITE LN	BUENA VISTA	MOUNTAIN VISTA				3	3	3	3	3	3	3	3
282	Bakersfield	SJV	WHITE LN	MOUNTAIN VISTA	OLD RIVER RD				3	3	3	3	3	3	3	3
283	Bakersfield	SJV	WHITE LN	OLD RIVER RD	PARK VIEW				3	3	3	3	3	3	3	3
284	Bakersfield	SJV	WHITE LN	PARK VIEW	PIN OAK PARK				3	3	3	3	3	3	3	3
285	Bakersfield	SJV	WHITE LN	PIN OAK PARK	GOSFORD				3	3	3	3	3	3	3	3
286	Bakersfield	SJV	WHITE LN	GOSFORD	LILY				3	3	3	3	3	3	3	3
287	Bakersfield	SJV	WHITE LN	LILY	ASHE				3	3	3	3	3	3	3	3
288	Bakersfield	SJV	WHITE LN	ASHE	WILSON				3	3	3	3	3	3	3	3
289	Bakersfield	SJV	WHITE LN	WILSON	CLOVE				3	3	3	3	3	3	3	3
290	Bakersfield	SJV	WHITE LN	CLOVE	STINE RD				3	3	3	3	3	3	3	3
291	Bakersfield	SJV	WHITE LN	STINE RD	AKERS		`		3	3	3	3	3	3	3	3
292	Bakersfield	SJV	WHITE LN	AKERS	WIBLE RD				3	3	3	3	3	3	3	3
293	Bakersfield	SJV	WHITE LN	WIBLE RD	SR99				3	3	3	3	3	3	3	3
294	Bakersfield	SJV	WHITE LN	SR99	HUGHES LN				3	3	3	3	3	3	3	3
295	Bakersfield	SJV	WHITE LN	HUGHES LN	H ST				3/2	3/2	3/2	3/2	3/2	3/2	3/2	3/2
296	Bakersfield	SJV	WHITE LN	H ST	MONITOR				2	2	2	2	2	2	2	2
297	Bakersfield	SJV	WHITE LN	MONITOR	UNION				2	2	2	2	2	2	2	2
298	Bakersfield	SJV	WIBLE	SR 119	CURNOW RD				1	1	2	2	2	2	2	2
299	Bakersfield	SJV	WEST URBAN CORRIDOR	7TH STANDARD	SR 58/Rosedale Highway	New Freeway	KER08RTP102	$115,793,000	0	0	0	0	0	0	0	0
300	Bakersfield	SJV	WEST URBAN CORRIDOR	SR58	WESTSIDE PARKWAY	New Freeway	KER08RTP016	$170,000,000	0	0	0	0	0	0	0	0
301	Bakersfield	SJV	WEST URBAN CORRIDOR	WESTSIDE PARKWAY	PACHECO		KER08RTP016		0	0	0	0	0	0	0	0
302	Bakersfield	SJV	WEST URBAN CORRIDOR	PACHECO	WHITE LN		KER08RTP097		0	0	0	0	0	0	0	0
303	Bakersfield	SJV	WEST URBAN CORRIDOR	WHITE LN	SR 119		KER08RTP097		0	0	0	0	0	0	0	0
	Caltrans																
304	Caltrans	SJV	ELLINGTON	11TH AVE	SR155				1	1	1	1	1	1	1	1
305	Caltrans	SJV	I-5	COUNTY LINE	LAVAL				4	4	4	4	4	4	4	4
306	Caltrans	SJV	I-5	LAVAL	SR99				4	4	4	4	4	4	4	4
307	Caltrans	SJV	I-5	SR99	SR166		06-45680		2	2	2	2	2	2	2	2
308	Caltrans	SJV	I-5	SR166	OLD RIVER RD		06-45680		2	2	2	2	2	2	2	2
309	Caltrans	SJV	I-5	OLD RIVER RD	SR223		06-45680		2	2	2	2	2	2	2	2
310	Caltrans	SJV	I-5	SR223	SR119		06-45680		2	2	2	2	2	2	2	2
311	Caltrans	SJV	I-5	SR119	SR43		06-45680		2	2	2	2	2	2	2	2

Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
312	Caltrans	SJV	I-5	SR43	STOCKDALE		06-45680		2	2	2	2	2	2	2	2
313	Caltrans	SJV	I-5	STOCKDALE	SR58		06-45680		2	2	2	2	2	2	2	2
314	Caltrans	SJV	I-5	SR58	7TH STANDARD		06-45680		2	2	2	2	2	2	2	2
315	Caltrans	SJV	I-5	7TH STANDARD	ROWLEE		06-45680		2	2	2	2	2	2	2	2
316	Caltrans	SJV	I-5	ROWLEE	LERDO HWY		06-45680		2	2	2	2	2	2	2	2
317	Caltrans	SJV	I-5	LERDO HWY	SR46		06-45680		2	2	2	2	2	2	2	2
318	Caltrans	SJV	I-5	SR46	TWISSELMAN				2	2	2	2	2	2	2	2
319	Caltrans	SJV	I-5	TWISSELMAN	COUNTY LINE				2	2	2	2	2	2	2	2
320	Caltrans	IWV	SR14	SR395	POOLE				2	2	2	2	2	2	2	2
321	Caltrans D9	IWV	SR14	POOLE	INYOKERN				2	2	2	2	2	2	2	2
322	Caltrans D9	IWV	SR14	INYOKERN	SR178	Add Lanes	KER08RTP006	$42,000,000	2					2	2	2
323	Caltrans D9	IWV	SR14	SR178	6 mile s of 178	Add Lanes	KER08RTP017	$42,000,000	1					2	2	2
324	Caltrans D9	IWV	SR14	6 mile s of 178	REDROCK RANDSBURG	Add Lanes	KER08RTP024	$32,000,000	1					1	2	2
325	Caltrans D9	MD	SR14	REDROCK RANDSBURG	JAWBONE CANYON				2					2	2	2
326	Caltrans D9	MD	SR14	JAWBONE CANYON	CALIFORNIA CITY				2					2	2	2
327	Caltrans D9	MD	SR14	CALIFORNIA CITY	SR58BYPASS				2					2	2	2
328	Caltrans D9	MD	SR14	SR58BYPASS	DEAVER				2					2	2	2
329	Caltrans D9	MD	SR14	DEAVER	SR58				2					2	2	2
330	Caltrans D9	MD	SR14	ALTUS	SR58				2					2	2	2
331	Caltrans D9	MD	SR14	CAMELOT	ALTUS				2					2	2	2
332	Caltrans D9	MD	SR14	PURDY	CAMELOT				2					2	2	2
333	Caltrans D9	MD	SR14	SILVER QUEEN	PURDY				2					2	2	2
334	Caltrans D9	MD	SR14	BACKUS	SILVER QUEEN				2					2	2	2
335	Caltrans D9	MD	SR14	DAWN	BACKUS				2					2	2	2
336	Caltrans D9	MD	SR14	ROSAMOND	DAWN				2					2	2	2
337	Caltrans D9	MD	SR14	A AVE	ROSAMOND				2					2	2	2
338	Caltrans	SJV	SR119	SR33	GARDENER FIELD				1	1	1	1	1	1	1	1
339	Caltrans	SJV	SR119	GARDENER FIELD	2ND ST				1	1	1	1	1	1	1	1
340	Caltrans	SJV	SR119	2ND ST	ASH				1	1	1	1	1	1	1	1
341	Caltrans	SJV	SR119	ASH	HARRISON				1	1	1	1	1	1	1	1
342	Caltrans	SJV	SR119	HARRISON	MIDWAY				1	1	1	1	1	1	1	1
343	Caltrans	SJV	SR119	MIDWAY	ELK HILLS				1	1	1	1	1	1	1	1
344	Caltrans	SJV	SR119	ELK HILLS	CHERRY AVE	Add Lanes			1	1	1	1	1	1	1	2
345	Caltrans	SJV	SR119	CHERRY AVE	TUPMAN	Add Lanes	KER08RTP022	$115,000,000	1	1	1	1	1	1	1	2
346	Caltrans	SJV	SR119	TUPMAN	SR43				1	1	1	1	1	1	1	1
347	Caltrans	SJV	SR119	SR43	I-5				1	1	1	1	1	1	1	1
348	Caltrans	SJV	SR119	I-5	NORD	Add Lanes	KER08RTP099	$31,000,000	1	1	1	1	1	1	2	2
349	Caltrans	SJV	SR119	NORD	HEATH	Add Lanes	KER08RTP099	$31,000,000	1	1	1	1	1	1	2	2
350	Caltrans	SJV	SR119	HEATH	RENFRO	Add Lanes	KER08RTP099	$31,000,000	1	1	1	1	1	1	2	2

Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
351	Caltrans	SJV	SR119	RENFRO	ALLEN	Add Lanes	KER08RTP099	$31,000,000	1	1	1	1	1	1	2	2
352	Caltrans	SJV	SR119	ALLEN	BARLOW	Add Lanes	KER08RTP099	$31,000,000	1	1	1	1	1	1	2	2
353	Caltrans	SJV	SR119	BARLOW	BUENA VISTA BLVD	Add Lanes	KER08RTP099	$31,000,000	1	1	1	1	1	1	2	2
354	Caltrans	SJV	SR119	BUENA VISTA BLVD	GREEN	Add Lanes	Local		1	1	2	2	2	2	2	2
355	Caltrans	SJV	SR119	GREEN	OLD RIVER RD	Add Lanes	Local		1	1	2	2	2	2	2	2
356	Caltrans	SJV	SR119	OLD RIVER RD	PROGRESS	Add Lanes	Local		1	1	2	2	2	2	2	2
357	Caltrans	SJV	SR119	PROGRESS	GOSFORD	Add Lanes	Local		1	1	2	2	2	2	2	2
358	Caltrans	SJV	SR119	GOSFORD	ASHE	Add Lanes	Local	akersfield funded	1	1	2	2	2	2	2	2
359	Caltrans	SJV	SR119	ASHE	STINE RD	Add Lanes	Local		1	1	2	2	2	2	2	2
360	Caltrans	SJV	SR119	STINE RD	VAN HORN	Add Lanes	Local		1	1	2	2	2	2	2	2
361	Caltrans	SJV	SR119	VAN HORN	WIBLE RD	Add Lanes	Local		1	1	2	2	2	2	2	2
362	Caltrans	SJV	SR119	WIBLE RD	SR99	Add Lanes	Local		1	1	2	2	2	2	2	2
363	Caltrans	SJV	SR155	SR99	FREMONT				1	1	1	1	1	1	1	1
364	Caltrans	SJV	SR155	FREMONT	HIGH				1	1	1	1	1	1	1	1
365	Caltrans	SJV	SR155	HIGH	LEXINGTON				1	1	1	1	1	1	1	1
366	Caltrans	SJV	SR155	LEXINGTON	MAST AVE				1	1	1	1	1	1	1	1
367	Caltrans	SJV	SR155	MAST AVE	BROWNING				1	1	1	1	1	1	1	1
368	Caltrans	SJV	SR155	BROWNING	BOWMAN RD	Add Lanes	Local		1	1	2	2	2	2	2	2
369	Caltrans	SJV	SR155	BOWMAN RD	FAMOSO PORTERVILLE	Add Lanes	Local		1	1	2	2	2	2	2	2
370	Caltrans	SJV	SR155	FAMOSO PORTERVILLE	SR65				1	1	1	1	1	1	1	1
371	Caltrans	SJV	SR155	SR65	WOODY GRANITE				1	1	1	1	1	1	1	1
372	Caltrans	SJV	SR155	WOODY GRANITE	GRANITE				1	1	1	1	1	1	1	1
373	Caltrans	SJV	SR155	GRANITE	JACK RANCH				1	1	1	1	1	1	1	1
374	Caltrans	SJV	SR155	JACK RANCH	RANCHERIA RD				1	1	1	1	1	1	1	1
375	Caltrans	MD	SR155	RANCHERIA	WOFFORD				1					1	1	1
376	Caltrans	MD	SR155	WOFFORD	SAWMILL				2					2	2	2
377	Caltrans	MD	SR155	SAWMILL	SR178				1					1	1	1
378	Caltrans	SJV	SR166	SR33	OLD RIVER RD				1	1	1	1	1	1	1	1
379	Caltrans	SJV	SR166	OLD RIVER RD	I-5				1	1	1	1	1	1	1	1
380	Caltrans	SJV	SR166	I-5	SR99				1	1	1	1	1	1	1	1
381	Caltrans	SJV	SR178	SR58/SR99	BUCK OWENS	Add Lanes	KER08RTP014	$55,000,000	4	4	4	4	4	4	4	4
382	Caltrans	SJV	SR178	BUCK OWENS	OAK	Add Lanes	KER08RTP014	$55,000,000	4	4	4	4	4	4	4	4
383	Caltrans	SJV	SR178	OAK	BEECH	Add Lanes	KER08RTP014	$55,000,000	3	3	3	3	3	3	3	3
384	Caltrans	SJV	SR178	BEECH	PINE ST	Add Lanes	KER08RTP014	$55,000,000	3	3	3	3	3	3	3	3
385	Caltrans	SJV	SR178	PINE ST	BAY ST	Add Lanes	KER08RTP014	$55,000,000	3	3	3	3	3	3	3	3
386	Caltrans	SJV	SR178	BAY ST	D ST	Add Lanes	KER08RTP014	$55,000,000	3	3	3	3	3	3	3	3
387	Caltrans	SJV	SR178	D ST	F ST	Add Lanes	KER08RTP014	$55,000,000	4	4	4	4	4	4	4	4
388	Caltrans	SJV	SR178	F ST	H ST	Add Lanes	KER08RTP014	$55,000,000	4	4	4	4	4	4	4	4
389	Caltrans	SJV	SR178	H ST	CHESTER	Add Lanes	KER08RTP014	$55,000,000	4	4	4	4	4	4	4	4

Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
390	Caltrans	SJV	SR178	CHESTER	M ST	Add Lanes	KER08RTP014	$55,000,000	4	4	4	4	4	4	4	4
391	Caltrans	SJV	SR178	M ST	SR204				3	3	3	3	3	3	3	3
392	Caltrans	SJV	SR178	SR204	ALTA VISTA	Add Lanes	KER08RTP026	$140,500,000	3	3	3	3	3	3	4	4
393	Caltrans	SJV	SR178	ALTA VISTA	BEALE	Add Lanes	KER08RTP026	$140,500,000	3	3	3	3	3	3	4	4
394	Caltrans	SJV	SR178	BEALE	HALEY	Add Lanes	KER08RTP026	$140,500,000	3	3	3	3	3	3	4	4
395	Caltrans	SJV	SR178	HALEY	MT VERNON	Add Lanes	KER08RTP026	$140,500,000	3	3	3	3	3	3	4	4
396	Caltrans	SJV	SR178	MT VERNON	OSWELL	Add Lanes	KER08RTP026	$140,500,000	3	3	3	3	3	3	4	4
397	Caltrans	SJV	SR178	OSWELL	FAIRFAX				3	3	3	3	3	3	3	3
398	Caltrans	SJV	SR178	FAIRFAX	MORNING DR		KER08RTP111	$58,800,000	2	2	2	2	3	3	3	3
399	Caltrans	SJV	SR178	MORNING DR	VINELAND	Add Lanes	KER08RTP111	$58,800,000	2	2	2	2	3	3	3	3
400	Caltrans	SJV	SR178	VINELAND	SR184	Add Lanes	KER08RTP025	$119,000,000	2	2	2	2	2	2	2	3
401	Caltrans	SJV	SR178	SR184	MASTERSON Street	Add Lanes	KER08RTP025	$119,000,000	3	3	3	3	3	3	3	3
402	Caltrans	SJV	SR178	MASTERSON Street	COMANCHE	Add Lanes	KER08RTP025	$119,000,000	2	2	2	2	2	2	2	3
403	Caltrans	SJV	SR178	COMANCHE	MIRAMONTE	Add Lanes	KER08RTP025	$119,000,000	2	2	2	2	3	3	3	3
404	Caltrans	SJV	SR178	MIRAMONTE	RANCHERIA RD		KER08RTP084		1	1	1	1	2	2	2	3
405	Caltrans	SJV/MD	SR178	RANCHERIA RD	SR155				1	1	1	1	1	1	1	1
406	Caltrans	MD	SR178	SR155	LAKE ISABELLA BLVD				1					1	1	1
407	Caltrans	MD	SR178	LAKE ISABELLA BLVD	SIERRA WY				1					1	1	1
408	Caltrans	MD	SR178	SIERRA WY	KELSO VALLEY				1					1	1	1
409	Caltrans D9	MD/IWV	SR178	KELSO VALLEY	SR14				1					1	1	1
410	Caltrans D9	IWV	SR178	SR14	SR395				1					1	1	1
411	Caltrans D9	IWV	SR178	SR395	JACKS RANCH				2					2	2	2
412	Caltrans D9	IWV	SR178	JACKS RANCH	BRADY				2					2	2	2
413	Caltrans D9	IWV	SR178	BRADY	MAHAN				2					2	2	2
414	Caltrans D9	IWV	SR178	MAHAN	DOWNS				2					2	2	2
415	Caltrans D9	IWV	SR178	DOWNS	NORMA				2					2	2	2
416	Caltrans D9	IWV	SR178	NORMA	CHINA LAKE				2					2	2	2
417	Caltrans D9	IWV	SR178	INYOKERN	WARD				2					2	2	2
418	Caltrans D9	IWV	SR178	WARD	DRUMMOND				2					2	2	2
419	Caltrans D9	IWV	SR178	DRUMMOND	LAS FLORES				2					2	2	2
420	Caltrans D9	IWV	SR178	LAS FLORES	RIDGECREST BLVD				2					2	2	2
421	Caltrans D9	IWV	SR178	CHINA LAKE	GATEWAY				2					2	2	2
422	Caltrans D9	IWV	SR178	GATEWAY	RICHMOND				2					2	2	2
423	Caltrans D9	IWV	SR178	RICHMOND	COUNTY LINE				1					1	1	1
424	Caltrans	SJV	SR184	MESA MARIN DR	SR178	Add Lanes	KER08RTP101		1	2	2	2	2	2	2	2
425	Caltrans	SJV	SR184	VINELAND	MESA MARIN DR	Add Lanes	KER08RTP101		1	2	2	2	2	2	2	2

Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
426	Caltrans	SJV	SR184	MONICA ST	VINELAND	Add Lanes	KER08RTP101		1	2	2	2	2	2	2	2
427	Caltrans	SJV	SR184	SHALANE	MONICA ST	Add Lanes	KER08RTP101		1	2	2	2	2	2	2	2
428	Caltrans	SJV	SR184	MORNING DR	SHALANE	Add Lanes	KER08RTP101		1	2	2	2	2	2	2	2
429	Caltrans	SJV	SR184	NILES	PIONEER				1	1	2	2	2	2	2	2
430	Caltrans	SJV	SR184	PIONEER	MILLS				1	1	2	2	2	2	2	2
431	Caltrans	SJV	SR184	MILLS	EDISON				2	2	2	2	2	2	2	2
432	Caltrans	SJV	SR184	EDISON	BRUNDAGE				2	2	2	2	2	2	2	2
433	Caltrans	SJV	SR184	BRUNDAGE	SR58				2	2	2	2	2	2	2	2
434	Caltrans	SJV	SR184	SR58	KERRNITA	most part 2 lan	KER08RTP100	$10,500,000	2	2	2	2	2	2	2	2
435	Caltrans	SJV	SR184	KERRNITA	REDBANK		KER08RTP100	$10,500,000	1	1	1	1	1	1	2	2
436	Caltrans	SJV	SR184	REDBANK	WILSON		KER08RTP100	$10,500,000	1	1	1	1	1	1	2	2
437	Caltrans	SJV	SR184	WILSON	MULLER		KER08RTP100	$10,500,000	1	1	1	1	1	1	2	2
438	Caltrans	SJV	SR184	MULLER	WHITE LN		KER08RTP100	$10,500,000	1	1	1	1	1	1	2	2
439	Caltrans	SJV	SR184	WHITE LN	HERMOSA		KER08RTP100	$10,500,000	1	1	1	1	1	1	2	2
440	Caltrans	SJV	SR184	HERMOSA	FAIRVIEW RD		KER08RTP100	$10,500,000	1	1	1	1	1	1	2	2
441	Caltrans	SJV	SR184	FAIRVIEW RD	PANAMA LN		KER08RTP100	$10,500,000	1	1	1	1	1	1	2	2
442	Caltrans	SJV	SR184	PANAMA LN	KAM AVE		KER08RTP100	$10,500,000	1	1	1	1	1	1	2	2
443	Caltrans	SJV	SR184	KAM AVE	MOUNTAIN VIEW		KER08RTP100	$10,500,000	1	1	1	1	1	1	2	2
444	Caltrans	SJV	SR184	MOUNTAIN VIEW	MC KEE		KER08RTP100	$10,500,000	1	1	1	1	1	1	2	2
445	Caltrans	SJV	SR184	MC KEE	SR119/PANAMA RD		KER08RTP100	$10,500,000	1	1	1	1	1	1	2	2
446	Caltrans	SJV	SR184	SR119/PANAMA RD	HALL				2	2	2	2	2	2	2	2
447	Caltrans	SJV	SR184	HALL	DI GIORGIO		Local		2	2	2	2	2	2	2	2
448	Caltrans	SJV	SR184	DI GIORGIO	TRI DUNCON		Local		1	1	1	1	2	2	2	2
449	Caltrans	SJV	SR184	TRI DUNCON	BUENA VISTA BLVD		Local		1	1	1	1	2	2	2	2
450	Caltrans	SJV	SR184	BUENA VISTA BLVD	SUNSET BLVD		Local		1	1	1	1	2	2	2	2
451	Caltrans	SJV	SR184	SUNSET BLVD	SR223		Local		1	1	1	1	2	2	2	2
452	Caltrans	MD	SR202	SR58	TEHACHAPI BLVD				2	[redacted]				2	2	2
453	Caltrans	MD	SR202	TEHACHAPI BLVD	RED APPLE				2					2	2	2
454	Caltrans	MD	SR202	RED APPLE	VALLEY BLVD				2					2	2	2
455	Caltrans	MD	SR202	VALLEY BLVD	GOLDEN HILLS				1					2	2	2
456	Caltrans	MD	SR202	GOLDEN HILLS	WOODFORD TEHACHAPI				1					1	1	1
457	Caltrans	MD	SR202	WOODFORD TEHACHAPI	SCHOUT				1					1	1	1
458	Caltrans	MD	SR202	SCHOUT	BANDUCCI				1					1	1	1
459	Caltrans	MD	SR202	BANDUCCI	CUMMINGS VALLEY				1					1	1	1
460	Caltrans	MD	SR202	CUMMINGS VALLEY	BEAR VALLEY				1					1	1	1
461	Caltrans	MD	SR202	BEAR VALLEY	GIRAUDO				1					1	1	1
462	Caltrans	SJV	SR204	UNION	Q ST				3	3	3	3	3	3	3	3
463	Caltrans	SJV	SR204	Q ST	M ST				3	3	3	3	3	3	3	3
464	Caltrans	SJV	SR204	M ST	CHESTER				3	3	3	3	3	3	3	3

Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
465	Caltrans	SJV	SR204	CHESTER	F ST		Local		3	3	3	3	3	3	3	3
466	Caltrans	SJV	SR204	F ST	SR99		Local		3	3	3	3	3	3	3	3
467	Caltrans	SJV	SR223	I-5	OLD RIVER RD				1	1	1	1	1	1	1	1
468	Caltrans	SJV	SR223	OLD RIVER RD	WIBLE RD				1	1	1	1	1	1	1	1
469	Caltrans	SJV	SR223	WIBLE RD	SR99				1	1	1	1	1	1	1	1
470	Caltrans	SJV	SR223	SR99	UNION		06-44390		1	1	1	1	1	1	1	1
471	Caltrans	SJV	SR223	UNION	FAIRFAX		06-44390		1	1	1	1	1	1	1	1
472	Caltrans	SJV	SR223	FAIRFAX	SR184		06-44390		1	1	1	1	1	1	1	1
473	Caltrans	SJV	SR223	SR184	VINELAND		06-44390		1	1	1	1	1	1	1	1
474	Caltrans	SJV	SR223	VINELAND	EDISON		06-44390		1	1	1	1	1	1	1	1
475	Caltrans	SJV	SR223	EDISON	MALAGA		06-44390		1	1	1	1	1	1	1	1
476	Caltrans	SJV	SR223	MALAGA	COMANCHE		06-44390		1	1	1	1	1	1	1	1
477	Caltrans	SJV	SR223	COMANCHE	CAMPUS				2	2	2	2	2	2	2	2
478	Caltrans	SJV	SR223	CAMPUS	TEJON				2	2	2	2	2	2	2	2
479	Caltrans	SJV	SR223	TEJON	TOWER LINE				1	1	1	1	1	1	1	1
480	Caltrans	SJV	SR223	TOWER LINE	GENERAL BEALE				1	1	1	1	1	1	1	1
481	Caltrans	SJV	SR223	GENERAL BEALE	SR58				1	1	1	1	1	1	1	1
482	Caltrans	SJV	SR33	BARKER	TWISSELMAN				1	1	1	1	1	1	1	1
483	Caltrans	SJV	SR33	TWISSELMAN	SR46				1	1	1	1	1	1	1	1
484	Caltrans	SJV	SR33	SR46	LERDO HWY				1	1	1	1	1	1	1	1
485	Caltrans	SJV	SR33	LERDO HWY	LOST HILLS				1	1	1	1	1	1	1	1
486	Caltrans	SJV	SR33	LOST HILLS	LOKERN				1	1	1	1	1	1	1	1
487	Caltrans	SJV	SR33	LOKERN	SR58				1	1	1	1	1	1	1	1
488	Caltrans	SJV	SR33	SR58	SR58				1	1	1	1	1	1	1	1
489	Caltrans	SJV	SR33	SR58	BILL KIRBY				1	1	1	1	1	1	1	1
490	Caltrans	SJV	SR33	BILL KIRBY	MIDWAY				1	1	1	1	1	1	1	1
491	Caltrans	SJV	SR33	MIDWAY	ASH				1	1	1	1	1	1	1	1
492	Caltrans	SJV	SR33	ASH	HILLARD				1	1	1	1	1	1	1	1
493	Caltrans	SJV	SR33	HILLARD	10TH ST				2	2	2	2	2	2	2	2
494	Caltrans	SJV	SR33	10TH ST	6TH ST				2	2	2	2	2	2	2	2
495	Caltrans	SJV	SR33	6TH ST	1ST ST				2	2	2	2	2	2	2	2
496	Caltrans	SJV	SR33	1ST ST	MAIN ST				1	1	1	1	1	1	1	1
497	Caltrans	SJV	SR33	MAIN ST	SR119				1	1	1	1	1	1	1	1
498	Caltrans	SJV	SR33	SR119	WOOD				1	1	1	1	1	1	1	1
499	Caltrans	SJV	SR33	WOOD	CADET				1	1	1	1	1	1	1	1
500	Caltrans	SJV	SR33	CADET	BUSH				1	1	1	1	1	1	1	1
501	Caltrans	SJV	SR33	BUSH	SR166				1	1	1	1	1	1	1	1
502	Caltrans	SJV	SR33	SR166	CERRO NOROESTE				1	1	1	1	1	1	1	1
503	Caltrans	SJV	SR33	CERRO NOROESTE	COUNTY LINE				1	1	1	1	1	1	1	1

Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
504	Caltrans D9	IWV	SR395	COUNTY LINE	SR14				2					2	2	2
505	Caltrans D9	IWV	SR395	SR14	INYOKERN				1					2	2	2
506	Caltrans D9	IWV	SR395	INYOKERN	BOWMAN RD	Passing Lanes	KER08RTP089	$20,000,000	1					1	1	2
507	Caltrans D9	IWV	SR395	BOWMAN RD	CHINA LAKE	Passing Lanes	KER08RTP089	$20,000,000	1					1	1	2
508	Caltrans D9	IWV	SR395	CHINA LAKE	SEARLES				1					2	2	2
509	Caltrans D9	MD	SR395	SEARLES	GARLOCK				1					2	2	2
510	Caltrans D9	MD	SR395	GARLOCK	JOBERG				1					2	2	2
511	Caltrans D9	MD	SR395	JOBERG	COUNTY LINE				1					2	2	2
512	Caltrans	SJV	SR43	COUNTY LINE	CECIL AVE				1	1	1	1	1	1	1	1
513	Caltrans	SJV	SR43	CECIL AVE	SR155				1	1	1	1	1	1	1	1
514	Caltrans	SJV	SR43	SR155	POND				1	1	1	1	1	1	1	1
515	Caltrans	SJV	SR43	POND	SHERWOOD				1	1	1	1	1	1	1	1
516	Caltrans	SJV	SR43	SHERWOOD	SR46				1	1	1	1	1	1	1	1
517	Caltrans	SJV	SR43	SR46	5TH ST				1	1	1	1	1	1	1	1
518	Caltrans	SJV	SR43	5TH ST	6TH ST				1	1	1	1	1	1	1	1
519	Caltrans	SJV	SR43	6TH ST	7TH ST				1	1	1	1	1	1	1	1
520	Caltrans	SJV	SR43	7TH ST	POSO DR				1	1	1	1	1	1	1	1
521	Caltrans	SJV	SR43	POSO DR	FILBURN				2	2	2	2	2	2	2	2
522	Caltrans	SJV	SR43	FILBURN	JACKSON				2	2	2	2	2	2	2	2
523	Caltrans	SJV	SR43	JACKSON	KIMBERLINA RD				2	2	2	2	2	2	2	2
524	Caltrans	SJV	SR43	KIMBERLINA	POPLAR				2	2	2	2	2	2	2	2
525	Caltrans	SJV	SR43	POPLAR	SHAFTER				2	2	2	2	2	2	2	2
526	Caltrans	SJV	SR43	SHAFTER	CENTRAL				2	2	2	2	2	2	2	2
527	Caltrans	SJV	SR43	CENTRAL	LERDO HWY				2	2	2	2	2	2	2	2
528	Caltrans	SJV	SR43	LERDO HWY	LOS ANGELES	Local			1	1	1	1	1	1	2	2
529	Caltrans	SJV	SR43	LOS ANGELES	7TH STANDARD	Local			1	1	1	1	1	1	2	2
530	Caltrans	SJV	SR43	7TH STANDARD	BAKER				1	1	1	1	1	1	1	1
531	Caltrans	SJV	SR43	BAKER	SNOW				1	1	1	1	1	1	1	1
532	Caltrans	SJV	SR43	SNOW	KRATZMEYER				1	1	1	1	1	1	1	1
533	Caltrans	SJV	SR43	KRATZMEYER	REINA				1	1	1	1	1	1	1	1
534	Caltrans	SJV	SR43	REINA	HAGEMAN				1	1	1	1	1	1	1	1
535	Caltrans	SJV	SR43	HAGEMAN	SR58				1	1	1	1	1	1	1	1
536	Caltrans	SJV	SR43	SR58	PALM				1	1	1	1	1	1	1	1
537	Caltrans	SJV	SR43	PALM	BRIMHALL				1	1	1	1	1	1	1	1
538	Caltrans	SJV	SR43	BRIMHALL	STOCKDALE				1	1	1	1	1	1	1	1
539	Caltrans	SJV	SR43	STOCKDALE	PANAMA LN				1	1	1	1	1	1	1	1
540	Caltrans	SJV	SR43	PANAMA LN	I-5				1	1	1	1	1	1	1	1
541	Caltrans	SJV	SR43	I-5	SR119				1	1	1	1	1	1	1	1
542	Caltrans	SJV	SR46	COUNTY LINE	KECKS	Add Lanes	KER08RTP003	$232,000,000	2	2	2	2	2	2	2	2

Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
543	Caltrans	SJV	SR46	KECKS	BITTERWATER VALLEY	Add Lanes	KER08RTP003	$232,000,000	2	2	2	2	2	2	2	2
544	Caltrans	SJV	SR46	BITTERWATER VALLEY	SR33	Add Lanes	KER08RTP003	$232,000,000	2	2	2	2	2	2	2	2
545	Caltrans	SJV	SR46	SR33	Brown Material Road	Add Lanes	KER08RTP003	$232,000,000	1	1	1	1	2	2	2	2
546	Caltrans	SJV	SR46	Brown Material Road	CA Aquaduct	Add Lanes	KER08RTP018	$37,000,000	2	2	2	2	2	2	2	2
547	Caltrans	SJV	SR46	CA Aquaduct	LOST HILLS RD	Add Lanes	KER08RTP018	$40,000,000	2	2	2	2	2	2	2	2
548	Caltrans	SJV	SR46	LOST HILLS RD	I-5	Add Lanes	KER14RTP001	$27,000,000	2	2	2	2	2	2	2	2
549	Caltrans	SJV	SR46	I-5	CORCORAN				1	1	1	1	1	1	1	1
550	Caltrans	SJV	SR46	CORCORAN	ROWLEE				1	1	1	1	1	1	1	1
551	Caltrans	SJV	SR46	ROWLEE	WILDWOOD				1	1	1	1	1	1	1	1
552	Caltrans	SJV	SR46	WILDWOOD	SCOFIELD				1	1	1	1	1	1	1	1
553	Caltrans	SJV	SR46	SCOFIELD	LEONARD				1	1	1	1	1	1	1	1
554	Caltrans	SJV	SR46	LEONARD	WESTERN				1	1	1	1	1	1	1	1
555	Caltrans	SJV	SR46	WESTERN	MAGNOLIA				1	1	1	1	1	1	1	1
556	Caltrans	SJV	SR46	MAGNOLIA	CENTRAL				1	1	1	1	1	1	1	1
557	Caltrans	SJV	SR46	CENTRAL	PALM				1	1	1	1	1	1	1	1
558	Caltrans	SJV	SR46	PALM	GRIFFITH				1	1	1	1	1	1	1	1
559	Caltrans	SJV	SR46	GRIFFITH	F ST				1	1	1	1	1	1	1	1
560	Caltrans	SJV	SR46	F ST	SR43				1	1	1	1	1	1	1	1
561	Caltrans	SJV	SR46	SR43	ROOT				1	1	1	1	1	1	1	1
562	Caltrans	SJV	SR46	ROOT	SR99				1	1	1	1	1	1	1	1
563	Caltrans	SJV	SR58	COUNTY LINE	SR33				1	1	1	1	1	1	1	1
564	Caltrans	SJV	SR58	SR33	LOKERN				1	1	1	1	1	1	1	1
565	Caltrans	SJV	SR58	LOKERN	BUTTONWILLOW				1	1	1	1	1	1	1	1
566	Caltrans	SJV	SR58	BUTTONWILLOW	MEADOW ST				2	2	2	2	2	2	2	2
567	Caltrans	SJV	SR58	MEADOW ST	I-5				1	1	1	1	1	1	1	1
568	Caltrans	SJV	SR58	I-5	BRANDT				1	1	1	1	1	1	1	1
569	Caltrans	SJV	SR58	BRANDT	SR43				1	1	1	1	1	1	1	1
570	Caltrans	SJV	SR58	SR43	CHERRY		KER08RTP092		2	2	2	2	2	2	2	2
571	Caltrans	SJV	SR58	CHERRY	SUPERIOR		KER08RTP092		2	2	2	2	2	2	2	2
572	Caltrans	SJV	SR58	SUPERIOR	GREELEY		KER08RTP092		2	2	2	2	2	2	2	2
573	Caltrans	SJV	SR58	GREELEY	DRIVER		KER08RTP092		2	2	2	2	2	2	2	2
574	Caltrans	SJV	SR58	DRIVER	NORD		KER08RTP092		2	2	2	2	2	2	2	2
575	Caltrans	SJV	SR58	NORD	WEGIS		KER08RTP092		2	2	2	2	2	2	2	2
576	Caltrans	SJV	SR58	WEGIS	HEATH		KER08RTP092		2	2	2	2	2	2	2	2
577	Caltrans	SJV	SR58	HEATH	RENFRO		KER08RTP092		2	2	2	2	3	3	3	3
578	Caltrans	SJV	SR58	RENFRO	JENKINS		KER08RTP092		2	2	2	2	3	3	3	3
579	Caltrans	SJV	SR58	JENKINS	ALLEN		KER08RTP092		2	2	2	2	3	3	3	3
580	Caltrans	SJV	SR58	ALLEN	OLD FARM	Add Lanes	KER08RTP090	$8,800,000	3	3	3	3	3	3	3	3
581	Caltrans	SJV	SR58	OLD FARM	JEWETTA	Add Lanes	KER08RTP090	$8,800,000	3	3	3	3	3	3	3	3

Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
582	Caltrans	SJV	SR58	JEWETTA	VERDUGO	Add Lanes	KER08RTP090	$8,800,000	3	3	3	3	3	3	3	3
583	Caltrans	SJV	SR58	VERDUGO	CALLOWAY	Add Lanes	KER08RTP090	$8,800,000	3	3	3	3	3	3	3	3
584	Caltrans	SJV	SR58	CALLOWAY	MAIN PLAZA	Add Lanes	KER08RTP007	$29,000,000	3	3	3	3	3	3	3	3
585	Caltrans	SJV	SR58	MAIN PLAZA	COFFEE		KER08RTP007	$29,000,000	3	3	3	3	3	3	3	3
586	Caltrans	SJV	SR58	COFFEE	PATTON		KER08RTP007	$29,000,000	3	3	3	3	3	3	3	3
587	Caltrans	SJV	SR58	PATTON	WEAR	Add Lanes	KER08RTP007	$29,000,000	3	3	3	3	3	3	3	3
588	Caltrans	SJV	SR58	WEAR	FRUITVALE	Add Lanes	KER08RTP007	$29,000,000	3	3	3	3	3	3	3	3
589	Caltrans	SJV	SR58	FRUITVALE	MOHAWK	Add Lanes	KER08RTP007	$29,000,000	3	3	3	3	3	3	3	3
590	Caltrans	SJV	SR58	MOHAWK	LANDCO	Add Lanes	KER08RTP118 KER08RTP007	$27,000,000 $29,000,000	3	3	3	3	3	3	3	3
591	Caltrans	SJV	SR58	LANDCO	GIBSON	Add Lanes	KER08RTP007	$29,000,000	3	3	3	3	3	3	3	3
592	Caltrans	SJV	SR58	GIBSON	SR99	Add Lanes	KER08RTP007	$29,000,000	3	3	3	3	3	3	3	3
593	Caltrans	SJV	SR58	REAL	SR99				0	0	0	0	0	0	0	0
594	Caltrans	SJV	SR58	SR99	H STREET		KER08RTP019 KER08RTP020	$31,000,000 $47,400,000	var.	var.	var.	3-6	3-6	3-6	3-6	3-6
594A	Caltrans	SJV	SR58 (GAP CLOSURE)-EB	SR 99 OFF-RAMP	SR 99 ON-RAMP		KER08RTP019 KER08RTP020	$31,000,000 $47,400,000	3	3	3	3	3	3	3	3
594B	Caltrans	SJV	SR58 (GAP CLOSURE)-EB	SR 99 ON-RAMP	H STREET OFF-RAMP		KER08RTP019 KER08RTP020	$31,000,000 $47,400,000	6	6	6	6	6	6	6	6
594C	Caltrans	SJV	SR58 (GAP CLOSURE)-WB	H ON-RAMP	SR 99 NB		KER08RTP019 KER08RTP020	$31,000,000 $47,400,000	5	5	5	5	5	5	5	5
594D	Caltrans	SJV	SR58 (GAP CLOSURE)-WB	SR 99 NB	SR 99 SB		KER08RTP019 KER08RTP020	$31,000,000 $47,400,000	4	4	4	4	4	4	4	4
594E	Caltrans	SJV	SR58 (GAP CLOSURE)-WB	SR 99 SB	SR 99 ON-RAMP NB		KER08RTP019 KER08RTP020	$31,000,000 $47,400,000	3	3	3	3	3	3	3	3
595	Caltrans	SJV	SR58	H STREET	CHESTER		KER08RTP019 KER08RTP020	$31,000,000 $47,400,000	4	4	4	4	4	4	4	4
595A	Caltrans	SJV	SR58 (GAP CLOSURE)-EB	H STREET OFF RAMP	CHESTER ON-RAMP		KER08RTP019 KER08RTP020	$31,000,000 $47,400,000	4	4	4	4	4	4	4	4
595B	Caltrans	SJV	SR58 (GAP CLOSURE)-WB	CHESTER OFF-RAMP	H STREET ON-RAMP		KER08RTP019 KER08RTP020	$31,000,000 $47,400,000	4	4	4	4	4	4	4	4
596	Caltrans	SJV	SR58	CHESTER	UNION		KER08RTP019 KER08RTP020	$31,000,000 $47,400,000	5	5	5	5	5	5	5	5
596A	Caltrans	SJV	SR58 (GAP CLOSURE)-EB	CHESTER ON-RAMP	UNION OFF-RAMP		KER08RTP019 KER08RTP020	$31,000,000 $47,400,000	5	5	5	5	5	5	5	5
596B	Caltrans	SJV	SR58 (GAP CLOSURE)-WB	UNION ON-RAMP	CHESTER OFF-RAMP		KER08RTP019 KER08RTP020	$31,000,000 $47,400,000	5	5	5	5	5	5	5	5
597	Caltrans	SJV	SR58	UNION	COTTONWOOD	Add Lanes	KER08RTP019 KER08RTP093	$50,000,000 $47,400,000	4	4	4	4	4	4	4	4
598	Caltrans	SJV	SR58	COTTONWOOD	MT VERNON		KER08RTP093	$47,400,000	4	4	4	4	4	4	4	4
599	Caltrans	SJV	SR58	MT VERNON	OSWELL		KER08RTP093	$47,400,000	4	4	4	4	4	4	4	4
600	Caltrans	SJV	SR58	OSWELL	FAIRFAX		KER08RTP093	$47,400,000	4	4	4	4	4	4	4	4
601	Caltrans	SJV	SR58	FAIRFAX	SR184				3	3	3	3	3	3	3	3
602	Caltrans	SJV	SR58	SR184	EDISON				2	2	2	2	2	2	2	2

Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
603	Caltrans	SJV	SR58	EDISON	COMANCHE				2	2	2	2	2	2	2	2
604	Caltrans	SJV	SR58	COMANCHE	TOWER LINE				2	2	2	2	2	2	2	2
605	Caltrans	SJV	SR58	TOWER LINE	GENERAL BEALE				2	2	2	2	2	2	2	2
606	Caltrans D9	SJV	SR58	GENERAL BEALE	BENA RD	Truck Lanes	EA09-37960, 0919000011		2	2	2	2	2	2	2	2
607	Caltrans D9	SJV	SR58	BENA RD	BEALVILLE	Truck Lanes	EA 09- 37920		2	2	2	2	2	2	2	2
608	Caltrans D9	SJV	SR58	BEALVILLE	BROOM RD	Truck Lanes	EA 09- 37920		2	2	2	2	2	2	2	2
609	Caltrans D9	MD	SR58	BROOM RD	SR 202	Truck Lanes	EA09-37960, 0919000011		2					2	2	2
610	Caltrans D9	MD	SR58	SR202	MILL				2					2	2	2
611	Caltrans D9	MD	SR58	MILL	DENNISON				2					2	2	2
612	Caltrans D9	MD	SR58	DENNISON	TEHACHAPI BLVD				2					2	2	2
613	Caltrans D9	MD	SR58	TEHACHAPI BLVD	SAND CANYON				2					2	2	2
614	Caltrans D9	MD	SR58	SAND CANYON	RANDSBURG CUTOFF				2					2	2	2
615	Caltrans D9	MD	SR58	RANDSBURG CUTOFF	SR14				2					2	2	2
616	Caltrans D9	MD	SR58	SR14	20 MULE TEAM PARKWAY				2					2	2	2
617	Caltrans D9	MD	SR58	20 MULE TEAM PARKWAY	OLD 58				2					2	2	2
618	Caltrans D9	MD	SR58	OLD 58	CALIFORNIA CITY				2					2	2	2
619	Caltrans D9	MD	SR58	CALIFORNIA CITY	MUROC				2					2	2	2
620	Caltrans D9	MD	SR58	MUROC	CLAY MINE				2					2	2	2
621	Caltrans D9	MD	SR58	CLAY MINE	20 MULE TEAM PARKWAY				2					2	2	2
622	Caltrans D9	MD	SR58	20 MULE TEAM	GEPHART				2					2	2	2
623	Caltrans D9	MD	SR58	GEPHART	BORAX				2					2	2	2
624	Caltrans D9	MD	SR58	BORAX	COUNTY LINE				2					2	2	2
625	Caltrans	SJV	SR65	COUNTY LINE	SR155				1	1	1	1	1	1	1	1
626	Caltrans	SJV	SR65	SR155	SHERWOOD				1	1	1	1	1	1	1	1
627	Caltrans	SJV	SR65	SHERWOOD	FAMOSO RD				1	1	1	1	1	1	1	1
628	Caltrans	SJV	SR65	FAMOSO RD	MERCED AVE				1	1	1	1	1	1	1	1
629	Caltrans	SJV	SR65	MERCED AVE	LERDO HWY				1	1	1	1	1	1	1	1
630	Caltrans	SJV	SR65	LERDO HWY	JAMES				1	1	1	1	1	1	1	1
631	Caltrans	SJV	SR65	JAMES	7TH STANDARD	Local	KER08RTP094	$3,000,000	2	2	2	2	2	2	2	2
632	Caltrans	SJV	SR65	7TH STANDARD	SR99				2	2	2	2	2	2	2	2
633	Caltrans	SJV	SR99	COUNTY LINE	CECIL AVE				3	3	3	3	3	3	3	3
634	Caltrans	SJV	SR99	CECIL	SR155				3	3	3	3	3	3	3	3
635	Caltrans	SJV	SR99	SR155	WOOLLOMES				3	3	3	3	3	3	3	3
636	Caltrans	SJV	SR99	WOOLLOMES	POND				3	3	3	3	3	3	3	3
637	Caltrans	SJV	SR99	POND	SHERWOOD				3	3	3	3	3	3	3	3
638	Caltrans	SJV	SR99	SHERWOOD	SR46				3	3	3	3	3	3	3	3
639	Caltrans	SJV	SR99	SR46	KIMBERLINA RD				3	3	3	3	3	3	3	3
640	Caltrans	SJV	SR99	KIMBERLINA RD	MERCED AVE				3	3	3	3	3	3	3	3
641	Caltrans	SJV	SR99	MERCED	LERDO HWY				3	3	3	3	3	3	3	3

Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
642	Caltrans	SJV	SR99	LERDO HWY	7TH STANDARD				3	3	3	3	3	3	3	3
643	Caltrans	SJV	SR99	7TH STANDARD	SR65		KER08RTP138	$90,800,000	3	3	3	3	4	4	4	4
644	Caltrans	SJV	SR99	SR65	OLIVE		KER08RTP138	$90,800,000	3	3	3	3	4	4	4	4
645	Caltrans	SJV	SR99	SNOW RD	SNOW RD	New Interchan	KER08RTP115	$138,200,000	-	-	-	-	x	x	x	x
646	Caltrans	SJV	SR99	OLIVE	OLIVE	Ramp Improve	KER08RTP021	$108,000,000	-	-	-	-	x	x	x	x
647	Caltrans	SJV	SR99	OLIVE	SR204		KER08RTP104	$12,000,000	5	5	5	5	5	5	5	5
648	Caltrans	SJV	SR99	SR204	AIRPORT				4	4	4	4	4	4	4	4
649	Caltrans	SJV	SR99	AIRPORT	SR58(24TH ST)				4	4	4	4	4	4	4	4
650	Caltrans	SJV	SR99	SR58(24TH ST)	CALIFORNIA				4	4	4	4	4	4	4	4
651	Caltrans	SJV	SR99	CALIFORNIA	STOCKDALE				4	4	4	4	4	4	4	4
652	Caltrans	SJV	SR99	STOCKDALE	MING				4	4	4	4	4	4	4	4
653	Caltrans	SJV	SR99	MING	Wilson Road				4	4	4	4	4	4	4	4
654	Caltrans	SJV	SR99	Wilson Road	WHITE LN	Add Lanes	KER08RTP077	$52,000,000	4	4	4	4	4	4	4	4
655	Caltrans	SJV	SR99	WHITE LN	PANAMA LN	Add Lanes	KER08RTP077	$52,000,000	4	4	4	4	4	4	4	4
656	Caltrans	SJV	SR99	PANAMA LN	HOSKING	Add Lanes	KER08RTP077	$52,000,000	4	4	4	4	4	4	4	4
657	Caltrans	SJV	SR99	SR119	HOSKING	Add Lanes	KER08RTP077	$52,000,000	4	4	4	4	4	4	4	4
658	Caltrans	SJV	SR99	SR223	SR119				3	3	3	3	3	3	3	3
659	Caltrans	SJV	SR99	HERRING RD	SR223				3	3	3	3	3	3	3	3
660	Caltrans	SJV	SR99	COPUS RD	HERRING RD				3	3	3	3	3	3	3	3
661	Caltrans	SJV	SR99	SR166	COPUS RD				3	3	3	3	3	3	3	3
662	Caltrans	SJV	SR99	I-5	SR166				3	3	3	3	3	3	3	3
663	Caltrans D9	MD	TUCKER RD	RED APPLE	VALLEY				2	2	2	2	2	2	2	2
664	Caltrans D9	MD	VALLEY BL	TUCKER	REEVES	Add Lanes	Local		2	2	2	2	2	2	2	2
665	Caltrans D9	MD	VALLEY BL	REEVES	GOLDEN HILLS	Add Lanes	Local		2	2	2	2	2	2	2	2
666	Caltrans	SJV	WESTSIDE PARKWAY	HEATH	WEST BELTWAY	New Freeway	KER08RTP016	$170,000,000	2	2	2	2	3	3	3	3
667	Caltrans	SJV	WESTSIDE PARKWAY	WEST BELTWAY	ALLEN	New Freeway	KER08RTP016	$170,000,000	2	3	3	3	3	3	3	3
668	Caltrans	SJV	WESTSIDE PARKWAY	ALLEN	JEWETTA	New Freeway	KER08RTP020	$698,000,000	3	3	3	3	3	3	3	3
669	Caltrans	SJV	WESTSIDE PARKWAY	JEWETTA	CALLOWAY	New Freeway	KER08RTP020	$698,000,000	3	3	3	3	3	3	3	3
670	Caltrans	SJV	WESTSIDE PARKWAY	CALLOWAY	COFFEE	New Freeway	KER08RTP020	$698,000,000	4/3	4/3	4/3	4/3	4/3	4/3	4/3	4/3
671	Caltrans	SJV	WESTSIDE PARKWAY	COFFEE	MOHAWK	New Freeway/	KER08RTP020	$698,000,000	4	4	4	4	4	4	4	4
672	Caltrans	SJV	WESTSIDE PARKWAY(PHAS	MOHAWK	TRUXTUN	New Freeway/	KER08RTP020	$698,000,000	var.	var.	var.	2-4	2-4	2-4	2-4	2-4
672A	Caltrans	SJV	WESTSIDE PKWY-PH. 4-EB	MOHAWK OFF-RAMP	MOHAWK LOOP ON-RAMP	New Freeway	KER08RTP020	$698,000,000	3	3	3	3	3	3	9	10
672B	Caltrans	SJV	WESTSIDE PKWY-PH. 4-EB	MOHAWK LOOP ON-RAMP	TRUXTUN OFF RAMP	New Freeway	KER08RTP020	$698,000,000	4	4	4	4	4	4	4	4
672C	Caltrans	SJV	WESTSIDE PKWY-PH. 4-EB	TRUXTUN OFF-RAMP	SR 99 OFF-RAMP	New Freeway	KER08RTP020	$698,000,000	3	3	3	3	3	3	3	3
672D	Caltrans	SJV	WESTSIDE PKWY-PH. 4-WB	SR 99 ON-RAMP	MOHAWK OFF-RAMP	New Freeway	KER08RTP020	$698,000,000	3	3	3	3	3	3	3	3
672E	Caltrans	SJV	WESTSIDE PKWY-PH. 4-WB	MOHAWK OFF-RAMP	TRUXTUN ON RAMP	New Freeway	KER08RTP020	$698,000,000	2	2	2	2	2	2	2	2
672F	Caltrans	SJV	WESTSIDE PKWY-PH. 4-WB	TRUXTUN ON RAMP	MOHAWK ON-RAMP	New Freeway	KER08RTP020	$698,000,000	3	3	3	3	3	3	3	3
672G	Caltrans	SJV	WESTSIDE PKWY-PH. 4-WB	MOHAWK LOOP ON-RAMP	DIRECT ON-RAMP	New Freeway	KER08RTP020	$698,000,000	4	4	4	4	4	4	4	4

Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

										modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
	Kern County															
673	Kern County	SJV	7th STANDARD RD	SR 43/Enos Lane	SANTA FE WAY	Add Lanes	KER08RTP113	$11,500,000	1	1	2	2	2	2	3	3
674	Kern County	SJV	7th STANDARD RD	ZERKER RD	ALLEN	Add Lanes	KER08RTP005	$57,000,000	2	2	2	2	2	2	3	3
675	Kern County	SJV	7th STANDARD RD	ALLEN	OLD FARM	Add Lanes	KER08RTP005	$57,000,000	2	2	2	2	3	3	3	3
676	Kern County	SJV	7th STANDARD RD	OLD FARM	JEWETTA	Add Lanes	KER08RTP005	$57,000,000	2	2	2	2	3	3	3	3
677	Kern County	SJV	7th STANDARD RD	CALLOWAY	QUAIL CREEK	Add Lanes	KER08RTP005	$57,000,000	2	2	3	3	3	3	3	3
678	Kern County	SJV	7th STANDARD RD	QUAIL CREEK	COFFEE	Add Lanes	KER08RTP005	$57,000,000	2	2	3	3	3	3	3	3
679	Kern County	SJV	7th STANDARD RD	COFFEE	SR99				2	2	3	3	3	3	3	3
680	Kern County	SJV	7th STANDARD RD	SR99	SR99				2	2	3	3	3	3	3	3
681	Kern County	SJV	7th STANDARD RD	SR99	SR65				2	2	3	3	3	3	3	3
682	Kern County	SJV	7th STANDARD RD	SR65	PEGASUS				2	2	3	3	3	3	3	3
683	Kern County	SJV	7th STANDARD RD	PEGASUS	WINGS WAY				2	2	2	2	2	2	2	2
684	Kern County	SJV	7th STANDARD RD	WINGS WAY	AIRPORT	Add Lanes	Local		2/1	2/1	3	3	3	3	3	3
685	Kern County	SJV	7th STANDARD RD	AIRPORT	MC CRAY				2	2	3	3	3	3	3	3
686	Kern County	SJV	7th STANDARD RD	MC CRAY	CHESTER				2	2	3	3	3	3	3	3
687	Kern County	MD	90TH WEST	ROSAMOND	HOLIDAY	Add Lanes	Local		1					1	2	2
688	Kern County	MD	90TH WEST	HOLIDAY	GASKELL	Add Lanes	Local		1					1	2	2
689	Kern County	MD	90TH WEST	GASKELL	A AVE	Add Lanes	Local		1					1	2	2
690	Kern County	SJV	AIRPORT	7TH STANDARD	DAY	Add Lanes	Local		1	1	2	2	3	3	3	3
691	Kern County	SJV	AIRPORT	DAY	SKYWAY	Add Lanes	Local		1	1	2	2	2	2	2	2
692	Kern County	SJV	AIRPORT	SKYWAY	NORRIS				2	2	2	2	2	2	2	2
693	Kern County	SJV	AIRPORT	NORRIS	DECATUR/OLIVE	Add Lanes	Local		2	2	3	3	3	3	3	3
694	Kern County	SJV	AIRPORT	DECATUR/OLIVE	ROBERTS LN	Add Lanes	Local		2	2	3	3	3	3	3	3
695	Kern County	SJV	AIRPORT	ROBERTS LN	STATE RD				2	2	3	3	3	3	3	3
696	Kern County	SJV	ALLEN	NORIEGA	HAGEMAN				2/1	2/1	2	2	2	2	2	2
697	Kern County	SJV	ALLEN	HAGEMAN	MEACHAM	Add Lanes	Local		2	2	3	3	3	3	3	3
698	Kern County	SJV	ALLEN	MEACHAM	SR58	Add Lanes	Local		2/1	2/1	3	3	3	3	3	3
699	Kern County	SJV	ASHE RD	SR 119	REMERO RD				1	1	2	2	2	2	2	2
700	Kern County	SJV	BRECKENRIDGE RD	SR 184/Morning Drive	VINELAND RD				1	1	2	2	2	2	2	2
701	Kern County	SJV	BRECKENRIDGE RD	VINELAND RD	Edison /Masterson				1	1	1	1	1	1	2	2
702	Kern County	SJV	BRECKENRIDGE RD	Edison /Masterson	BEAUJOLIAS				1	1	1	1	1	1	2	2
703	Kern County	SJV	BRECKENRIDGE RD	BEAUJOLIAS	COMANCHE DR				1	1	1	1	1	1	2	2
704	Kern County	SJV	CALLOWAY	7TH STANDARD	ETCHART RD	Add Lanes	Local		1	1	2	2	2	2	3	3
705	Kern County	SJV	CALLOWAY	SR58	GREENACRES DR	Add Lanes	Local		2/3	2/3	2/3	2/3	2/3	2/3	2/3	2/3
706	Kern County	SJV	CALLOWAY	GREENACRES DR	HOLLAND ST	Add lane	Local	$920, 402	2	2	2/3	2/3	3	3	3	3
707	Kern County	SJV	CALLOWAY	HOLLAND ST	SLIKKER				2	2	2	2	3	3	3	3
708	Kern County	SJV	CALLOWAY	SLIKKER	BRIMHALL	Add Lanes	Local		2	2	2	2	3	3	3	3
709	Kern County	SJV	CALIFORNIA	WASHINGTON	MT VERNON				2	2	2	2	3	3	3	3
710	Kern County	SJV	CALIFORNIA	MT VERNON	EDISON				2	2	2	2	2	2	2	2

Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
711	Kern County	SJV	CHASE AVE	Masterson Street	COMANCHE DR				0	0	1	1	1	1	1	1
712	Kern County	SJV	CHINA GRADE	CHESTER	MANOR				2	2	2	2	2	2	2	2
713	Kern County	SJV	CHINA GRADE	MANOR	MONTE CRISTO	Add Lanes	Local		1	1	2	2	2	2	2	2
714	Kern County	SJV	CHINA GRADE	MONTE CRISTO	CHINA GRADE LOOP/ROUND	Add Lanes	Local		1	1	2	2	2	2	2	2
715	Kern County	SJV	CHINA GRADE	CHINA GRADE LOOP/ROUND	ALFRED HARRELL	Add Lanes	Local		1	1	2	2	2	2	2	2
716	Kern County	IWV	CHINA LAKE BL	SPRINGER	MAHAN				1					1	1	1
717	Kern County	IWV	CHINA LAKE BL	MAHAN	SR395				1					1	1	1
718	Kern County	SJV	COFFEE	SNOW	NORRIS	Add Lanes	Local		1	1	2	2	2	2	3	3
719	Kern County	SJV	COMANCHE DR	Alfred Harrell Highway	SR 58				1	1	2	2	2	2	2	2
720	Kern County	SJV	COMANCHE DR	SR 58	MULLER				1	1	1	1	2	2	2	2
721	Kern County	SJV	EDISON RD	SR 178	BRECKENRIDGE RD				0	0	0	0	1	1	2	2
722	Kern County	SJV	EDISON RD	BRECKENRIDGE RD	Edison Highway				0	0	0	0	0	0	1	1
723	Kern County	SJV	FAIRFAX RD	SR 58	REDBANK RD				1	1	1	1	2	2	2	2
724	Kern County	SJV	FRUITVALE AVE	SNOW	NORRIS				1	1	2	2	2	2	2	2
725	Kern County	SJV	FRUITVALE AVE	HAGEMAN RD	SR 58/Rosedale Highway				1	1	2	2	2	2	3	3
726	Kern County	SJV	GILMORE	FRUITVALE AVE	LANDCO				0	0	1	1	1	1	1	1
727	Kern County	SJV	GOSFORD	SR119	CURNOW				1	1	1	1	1	1	1	1
728	Kern County	SJV	HAGEMAN	NORD RD	WEGIS AVE				1	1	2	2	2	2	2	2
729	Kern County	SJV	HAGEMAN	WEGIS AVE	HEATH RD				1	1	2	2	2	2	3	3
730	Kern County	SJV	HAGEMAN	HEATH RD	RUDD				1	1	2	2	2	2	3	3
731	Kern County	SJV	HAGEMAN	RUDD	RENFRO				1	1	2	2	3	3	3	3
732	Kern County	SJV	HAGEMAN	RENFRO	JENKINS				1	1	2	2	3	3	3	3
733	Kern County	SJV	HAGEMAN	JENKINS	SANTA FE				2	2	2	2	3	3	3	3
734	Kern County	SJV	HAGEMAN	SANTA FE	ALLEN				3/2	3/2	3	3	3	3	3	3
735	Kern County	SJV	HEATH RD	HAGEMAN RD	SR 58/Rosedale Highway				1	1	2	2	2	2	2	2
736	Kern County	SJV	HEATH RD	SR 58/Rosedale Highway	Stockdale Highway				1	1	2	2	2	2	2	2
737	Kern County	SJV	MANOR	MC CRAY	CHESTER				2	2	2	2	2	2	2	2
738	Kern County	SJV	MANOR	CHESTER	DAY				2	2	2	2	2	2	2	2
739	Kern County	SJV	MANOR	DAY	CHINA GRADE LOOP				2	2	2	2	2	2	2	2
740	Kern County	SJV	MANOR	CHINA GRADE LOOP	NORRIS				2	2	2	2	2	2	2	2
741	Kern County	SJV	MANOR	NORRIS	ROBERTS LN				2	2	2	2	2	2	2	2
742	Kern County	SJV	MEACHAM	RENFRO RD	JENKINS RD				1	1	2	2	2	2	2	2
743	Kern County	SJV	MEACHAM	JENKINS RD	ALLEN				1	1	1	2	2	2	2	2
744	Kern County	SJV	MOHAWK	HAGEMAN	DOWNING				2	2	2	3	3	3	3	3
745	Kern County	SJV	MOHAWK	DOWNING	SR58				2	2	2	3	3	3	3	3
746	Kern County	SJV	MT VERNON	SR178	BERNARD				2	2	2	2	2	2	2	2
747	Kern County	SJV	MT VERNON	BERNARD	COLLEGE				2	2	2	2	2	2	2	2
748	Kern County	SJV	MT VERNON	COLLEGE	FLOWER				2	2	2	2	2	2	2	2
749	Kern County	SJV	MT VERNON	FLOWER	NILES				2	2	2	2	2	2	2	2

Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
750	Kern County	SJV	MT VERNON	NILES	KENTUCKY				2	2	2	2	2	2	2	2
751	Kern County	SJV	MT VERNON	KENTUCKY	EDISON HWY				2	2	2	2	2	2	2	2
752	Kern County	SJV	MT VERNON	EDISON HWY	CALIFORNIA				2	2	2	2	2	2	2	2
753	Kern County	SJV	MT VERNON	CALIFORNIA	VIRGINIA				2	2	2	2	2	2	2	2
754	Kern County	SJV	MT VERNON	VIRGINIA	BRUNDAGE				2	2	2	2	2	2	2	2
755	Kern County	SJV	NO. CHESTER	BEARDSLEY	ROBERTS LN				2	2	2	2	2	2	2	2
756	Kern County	SJV	NO. CHESTER	ROBERTS LN	DECATUR				2	2	2	2	2	2	2	2
757	Kern County	SJV	NO. CHESTER	DECATUR	NORRIS				2	2	2	2	2	2	2	2
758	Kern County	SJV	NO. CHESTER	NORRIS	CHINA GRADE LOOP				2	2	2	2	2	2	2	2
759	Kern County	SJV	NO. CHESTER	CHINA GRADE LOOP	DAY				2	2	2	2	2	2	2	2
760	Kern County	SJV	NO. CHESTER	DAY	MANOR				2	2	2	2	2	2	2	2
761	Kern County	SJV	NILES	MONTEREY	MT VERNON				2	2	2	2	2	2	2	2
762	Kern County	SJV	NILES	MT VERNON	OSWELL				2	2	2	2	2	2	2	2
763	Kern County	SJV	NILES	OSWELL	STERLING RD				2	2	2	2	2	2	2	2
764	Kern County	SJV	NILES	STERLING RD	FAIRFAX				2	2	2	2	2	2	2	2
765	Kern County	SJV	NILES	FAIRFAX	BRENTWOOD				2	2	2	2	2	2	2	2
766	Kern County	SJV	NILES	BRENTWOOD	PARK DR				2	2	2	2	2	2	2	2
767	Kern County	SJV	NILES	PARK DR	SR184				2	2	2	2	2	2	2	2
768	Kern County	SJV	NORRIS RD	CHESTER AVE	MANOR				1	1	2	2	2	2	2	2
769	Kern County	SJV	NORRIS RD	SR 99	AIRPORT DR				1	1	2	2	2	2	2	2
770	Kern County	MD	OLD 58	ROSEWOOD	SR58BYPASS				2					2	2	2
771	Kern County	MD	OLD 58	ARROYO	ROSEWOOD				2					2	2	2
772	Kern County	MD	OLD 58	SR14	ARROYO				2					2	2	2
773	Kern County	MD	OLD 58	SR14	UNITED				2					2	2	2
774	Kern County	MD	OLD 58	UNITED	5TH ST				2					2	2	2
775	Kern County	MD	OLD 58	5TH	SR58BYPASS				2					2	2	2
776	Kern County	SJV	OLD RIVER	MCCUTCHEN(HOSKING)	SR119				1	1	1	1	1	1	1	1
777	Kern County	SJV	OLD RIVER	SR119	CURNOW				1	1	1	1	1	1	1	1
778	Kern County	SJV	OSWELL	BERNARD	COLLEGE	Add Lanes	Local		2	2	2	2	2	2	2	2
779	Kern County	SJV	OSWELL	COLLEGE	NILES	Add Lanes	Local		2	2	2	2	2	2	2	2
780	Kern County	SJV	OSWELL	NILES	KENTUCKY	Add Lanes	Local		2	2	2	2	2	2	2	2
781	Kern County	SJV	OSWELL	KENTUCKY	PIONEER DR	Add Lanes	Local		2	2	2	2	2	2	2	2
782	Kern County	SJV	OSWELL	PIONEER DR	EDISON HWY	Add Lanes	Local		2	2	2	2	2	2	2	2
783	Kern County	SJV	OSWELL	EDISON HWY	VIRGINIA	Add Lanes	Local		2	2	2	2	2	2	2	2
784	Kern County	SJV	OSWELL	VIRGINIA	BRUNDAGE	Add Lanes	Local		2	2	2	2	2	2	2	2
785	Kern County	SJV	OSWELL	WHITE LN	PANAMA LN				0	0	0	0	1	1	1	1
786	Kern County	SJV	PANAMA LN	SR 43/ENOS LN	RENFRO				1	1	1	1	2	2	2	2
787	Kern County	SJV	PANAMA LN	RENFRO	ALLEN	Add Lanes	Local		1	1	1	1	2	2	2	2
788	Kern County	SJV	PANAMA RD	UNION	SR184				1	1	1	1	1	1	1	1

Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled

									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
789	Kern County	MD	RANDSBURG CUTOFF	SR14	SR58BYPASS				1					1	1	1
790	Kern County	SJV	PATTON WAY	MEANY	SR 58/Rosedale Highway				1	1	1	1	2	2	2	2
791	Kern County	SJV	QUAIL CREEK RD	NORRIS	SNOW ROAD				1	1	2	2	2	2	2	2
792	Kern County	SJV	REDBANK	FAIRFAX	SR 184/Weedpatch Highway				1	1	2	2	2	2	2	2
793	Kern County	SJV	RENFRO RD	REINA	JOHNSON RD				1	1	1	1	2	2	2	2
794	Kern County	MD	ROSAMOND BL	TEHACHAPI WILLOW SPRING	80TH ST				1					1	2	2
795	Kern County	MD	ROSAMOND BL	80TH ST	70TH ST				1					1	2	2
796	Kern County	MD	ROSAMOND BL	70TH ST	65TH ST				1					1	2	2
797	Kern County	MD	ROSAMOND BL	65TH ST	60TH ST				1					1	2	2
798	Kern County	MD	ROSAMOND BL	60TH ST	50TH ST	Add Lanes	Local		1					2	2	2
799	Kern County	MD	ROSAMOND BL	50TH ST	40TH ST	Add Lanes	Local		1					2	2	2
800	Kern County	MD	ROSAMOND BL	40TH ST	35TH ST	Add Lanes	Local		1					2	2	2
801	Kern County	MD	ROSAMOND BL	35TH ST	30TH ST	Add Lanes	Local		2					3	3	3
802	Kern County	MD	ROSAMOND BL	25TH ST	SR14	Add Lanes	Local		2					3	3	3
803	Kern County	MD	ROSAMOND BL	SR14	20TH ST	Add Lanes	Local		2					3	3	3
804	Kern County	MD	ROSAMOND BL	20TH ST	SIERRA HWY	Add Lanes	Local		2					3	3	3
805	Kern County	MD	ROSAMOND BL	SIERRA HWY	15TH ST	Add Lanes	Local		2					3	3	3
806	Kern County	MD	ROSAMOND BL	15TH ST	10TH ST	Add Lanes	Local		2					3	3	3
807	Kern County	SJV	SNOW RD	Allen Road	OLD FARM RD				1/2	1/2	2	2	2	2	2	2
808	Kern County	SJV	SNOW RD	OLD FARM RD	JEWETTA AVE				1/2	1/2	2	2	2	2	2	2
809	Kern County	SJV	SNOW RD	CALLOWAY DR	QUAIL CREEK RD				2	2	2	2	2	2	2	2
810	Kern County	SJV	SNOW RD	QUAIL CREEK RD	COFFEE RD				1	1	2	2	2	2	2	2
811	Kern County	SJV	SNOW RD	FRUITVALE AVE	Golden State Highway				1	1	2	2	2	2	2	2
812	Kern County	SJV	SO.CHESTER	WILSON	MING				2	2	2	2	2	2	2	2
813	Kern County	SJV	STOCKDALE	SR 43	SUPERIOR RD				1	2	2	2	2	2	2	3
814	Kern County	SJV	STOCKDALE	SUPERIOR RD	GREELEY RD				1	2	2	2	2	2	2	3
815	Kern County	SJV	STOCKDALE	GREELEY RD	NORD				1	2	2	2	2	2	2	3
816	Kern County	SJV	TAFT HWY	SR99	H ST	Add Lanes	Local		1	1	2	2	2	2	2	2
817	Kern County	SJV	TAFT HWY	H ST	UNION				1	1	2	2	2	2	2	2
818	Kern County	MD	TEHACHAPI WILLOW SPRIN	IRONE	ROSAMOND				1					1	1	1
819	Kern County	MD	TEHACHAPI WILLOW SPRIN	HAMILTON	IRONE				1					1	1	1
820	Kern County	MD	TEHACHAPI WILLOW SPRIN	HIGHLINE	DENNISON				1					1	1	1
821	Kern County	MD	TEHACHAPI WILLOW SPRIN	ABAJO	HIGHLINE				1					1	1	1
822	Kern County	SJV	UNION	BELLE TERRACE	MING	Add Lanes	Local		3	3	3	3	3	3	3	3
823	Kern County	SJV	UNION	WHITE LN	PACHECO	Add Lanes	Local		2	2	2	2	2	3	3	3
824	Kern County	SJV	UNION	HOSKING	MC KEE	Add Lanes	Local		2	2	2	2	2	3	3	3
825	Kern County	SJV	UNION	MC KEE	SR119	Add Lanes	Local		2	2	2	2	2	3	3	3
826	Kern County	SJV	VERDUGO LN	MEACHAM	ROSEDALE HIGHTWAY				1	1	1	1	2	2	2	2
827	Kern County	SJV	VINELAND RD	SR 58	EDISON HIGHWAY				1	1	1	1	1	1	2	2

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									modeled (each							
SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmnt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	27	29	31	32	35	37	46	49
828	Kern County	SJV	VINELAND RD	EDISON HIGHWAY	Eucalyptus Drive				1	1	1	1	1	1	2	2
829	Kern County	SJV	VINELAND RD	Eucalyptus Drive	PIONEER DR				1	1	1	1	1	1	2	2
830	Kern County	SJV	VINELAND RD	PIONEER DR	SR 184/Morning Drive				0	0	0	0	0	0	1	1
831	Kern County	SJV	WHITE LN(MULLER RD)	OSWELL	FAIRFAX				0	0	0	0	0	0	2	2
	California City															
832	California City	MD	CAL CITY BL	SR14	RAILROAD				1	[redacted]				1	1	1
833	California City	MD	CAL CITY BL	RAILROAD	BARON BLVD				1					1	1	1
834	California City	MD	CAL CITY BL	BARON BLVD	NEURALIA				2					2	2	2
835	California City	MD	CAL CITY BL	NEURALIA	HACIENDA				2					2	2	2
836	California City	MD	CAL CITY BL	HACIENDA	RANDSBURG MOJAVE				2					2	2	2
837	California City	MD	CAL CITY BL	RANDSBURG MOJAVE	REDWOOD				2					2	2	2
838	California City	MD	CAL CITY BL	REDWOOD	TAMARACK AVE				1					1	1	1
	Ridgecrest															
839	Ridgecrest	IWV	CHINA LAKE BL	RIDGECREST BLVD	UPJOHN				2					2	2	2
840	Ridgecrest	IWV	CHINA LAKE BL	UPJOHN	BOWMAN RD				2					2	2	2
841	Ridgecrest	IWV	CHINA LAKE BL	BOWMAN RD	COLLEGE HEIGHTS				2					2	2	2
842	Ridgecrest	IWV	CHINA LAKE BL	COLLEGE HEIGHTS	DOLPHIN				1					1	1	1
843	Ridgecrest	IWV	CHINA LAKE BL	DOLPHIN	DOWNS				1					1	1	1
844	Ridgecrest	IWV	CHINA LAKE BL	DOWNS	SPRINGER				1					1	1	1
	Shafter															
845	Shafter	SJV	LERDO HWY	POPLAR	SHAFTER				1	1	1	1	1	1	1	1
846	Shafter	SJV	LERDO HWY	SHAFTER	SR43				1	1	1	1	1	1	1	1
847	Shafter	SJV	LERDO HWY	SR43	MANNEL				2	2	2	2	2	2	2	2
848	Shafter	SJV	LERDO HWY	MANNEL	BEECH				2	2	2	2	2	2	2	2
849	Shafter	SJV	LERDO HWY	BEECH	CHERRY				2	2	2	2	2	2	2	2
850	Shafter	SJV	LERDO HWY	CHERRY	ZACHARY				2	2	2	2	2	2	2	2
851	Shafter	SJV	LERDO HWY	ZACHARY	ZERKER				2	2	2	2	2	2	2	2
852	Shafter	SJV	LERDO HWY	ZERKER	SR99				2	2	2	2	2	2	2	2

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 C

CONFORMITY ANALYSIS DOCUMENTATION

Option 1 Conformity Analysis Results – Adopted

EMFAC Emissions (tons/day)									
Kern									
Pollutant	**Source**	**Description**							
			2027	2029	2031		2037	2046	2049
Ozone	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	3.34	3.08	2.86		2.45	2.01	1.95
2008 standard									
and Option 1 - 2015 standard									
(2026 Updates to MVEBs for the 75 ppb Ozone SIP)		***Conformity Total***	3.40	3.10	2.90		2.50	2.10	2.00
Ozone	EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	7.57	7.17	6.95		6.90	7.56	7.94
2008 standard									
and Option 1 - 2015 standard									
(2026 Updates to MVEBs for the 75 ppb Ozone SIP)		***Conformity Total***	7.60	7.20	7.00		6.90	7.60	8.00
			2027				2037	2046	2049
PM-10	EMFAC 2021 (Annual Run)	PM-10 Total (All Vehicles Total)	0.83				0.95	1.04	1.08
(2007 Maintenance SIP)		* includes tire & brake wear							
		Conformity Total	0.83				0.95	1.04	1.08
PM-10	EMFAC 2021 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	8.00				7.25	7.93	8.33
(2007 Maintenance SIP)									
		Conformity Total	8.00				7.25	7.93	8.33
			2027				2037	2046	2049
PM2.5 24-hour	EMFAC 2021 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total)	0.33				0.37	0.40	0.42
1997 standard		* includes tire & brake wear							
(2008 PM2.5 SIP)									
		Conformity Total	0.40				0.40	0.50	0.50
PM2.5 24-hour	EMFAC 2021 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	8.00				7.25	7.93	8.33
1997 standard									
(2008 PM2.5 SIP)									
		Conformity Total	8.00				7.30	8.00	8.40

			2027				2037	2046	2049
PM2.5 Annual	EMFAC 2021 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total)	0.33				0.37	0.40	0.42
1997 standard		* includes tire & brake wear							
(2018 PM2.5 SIP)									
		Conformity Total	0.40				0.40	0.50	0.50
PM2.5 Annual	EMFAC 2021 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	8.00				7.25	7.93	8.33
1997 standard									
(2018 PM2.5 SIP)									
		Conformity Total	8.00				7.30	8.00	8.40
			2027				2037	2046	2049
PM2.5 24-hour	EMFAC 2021 (Winter Run)	PM2.5 Total Exhaust (All Vehicles Total)	0.33				0.37	0.40	0.42
2006 standard		* includes tire & brake wear							
(2018 PM2.5 SIP)									
		Conformity Total	0.40				0.40	0.50	0.50
PM2.5 24-hour	EMFAC 2021 (Winter Run)	NOx Total Exhaust (All Vehicles Total)	8.34				7.53	8.22	8.62
2006 standard									
(2018 PM2.5 SIP)									
		Conformity Total	8.40				7.60	8.30	8.70
			2027				2037	2046	2049
PM2.5 Annual	EMFAC 2021 (Annual Run)	PM2.5 Total Exhaust (All Vehicles Total)	0.33				0.37	0.40	0.42
2012 standard		* includes tire & brake wear							
(Moderate Area									
2018 PM2.5 SIP)		***Conformity Total***	0.40				0.40	0.50	0.50
PM2.5 Annual	EMFAC 2021 (Annual Run)	NOx Total Exhaust (All Vehicles Total)	8.00				7.25	7.93	8.33
2012 standard									
(Moderate Area									
2018 PM2.5 SIP)		***Conformity Total***	8.00				7.30	8.00	8.40

EMFAC Emissions (tons/day)						
KERN - MD						
Pollutant	**Source**	**Description**				
			2027	2037	2046	2049
2008 and 2015 Ozone (2017 Ozone SIP)	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	0.58	0.37	0.28	0.27
		Conformity Total	0.60	0.40	0.30	0.30
2008 and 2015 Ozone (2017 Ozone SIP)	EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	1.67	1.64	1.85	1.95
		Conformity Total	1.70	1.70	1.90	2.00

EMFAC Emissions (tons/day)						
KERN - IWV						
Pollutant	**Source**	**Description**				
			2027	2037	2046	2049
PM-10 (Second Maintenance Plan)	EMFAC 2021 (Annual Run)	PM-10 Total (All Vehicles Total)	0.02	0.03	0.03	0.03
		* includes tire & brake wear				
		Conformity Total	0.10	0.10	0.10	0.10

Paved Road Dust Emissions (tons/day)

KERN SJV 2027

			VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>		Freeway	9,247,697	3,375	257.912	251.360	0.689	0.147	0.587
Enter Arterial VMT ==>		Arterial	9,184,143	3,352	426.228	415.400	1.138	0.337	0.755
Enter Collector VMT ==>		Collector	596,241	218	27.671	26.968	0.074	0.666	0.025
		Urban	595,134	217	206.920	201.663	0.553	0.679	0.177
Enter Total of Urban and Rural Local VMT Here =>	1,214,558	Rural	619,425	226	931.620	907.953	2.488	0.090	2.264
		Totals	20,242,640	7,389	1850.351	1803.345	4.941		3.808

KERN SJV 2037

			VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>		Freeway	10,129,100	3,697	282.494	275.318	0.754	0.147	0.643
Enter Arterial VMT ==>		Arterial	9,667,564	3,529	448.663	437.265	1.198	0.337	0.794
Enter Collector VMT ==>		Collector	598,375	218	27.770	27.065	0.074	0.666	0.025
		Urban	637,887	233	221.785	216.151	0.592	0.679	0.190
Enter Total of Urban and Rural Local VMT Here =>	1,301,811	Rural	663,924	242	998.547	973.180	2.666	0.090	2.426
		Totals	21,696,851	7,919	1979.258	1928.978	5.285		4.079

KERN SJV 2046

			VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
Enter Freeway VMT ==>		Freeway	10,085,991	3,681	281.292	274.146	0.751	0.147	0.641
Enter Arterial VMT ==>		Arterial	9,732,780	3,552	451.689	440.215	1.206	0.337	0.800
Enter Collector VMT ==>		Collector	592,181	216	27.483	26.784	0.073	0.666	0.025
		Urban	638,385	233	221.958	216.319	0.593	0.679	0.190
Enter Total of Urban and Rural Local VMT Here =>	1,302,827	Rural	664,442	243	999.326	973.939	2.668	0.090	2.428
		Totals	21,713,779	7,926	1981.747	1931.404	5.292		4.083

	KERN SJV 2049												
			VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions				
Enter Freeway VMT ==>		**Freeway**	**10,131,552**	3,698	282.562	275.384	0.754	0.147	0.644				
Enter Arterial VMT ==>		**Arterial**	**9,667,206**	3,529	448.646	437.249	1.198	0.337	0.794				
Enter Collector VMT ==>		**Collector**	**587,158**	214	27.249	26.557	0.073	0.666	0.024				
		Urban	637,602	233	221.685	216.054	0.592	0.679	0.190				
Enter Total of Urban and Rural Local VMT Here =>	**1,301,229**	**Rural**	663,627	242	998.100	972.745	2.665	0.090	2.425				
		Totals	**21,687,144**	**7,916**	**1978.243**	**1927.989**	**5.282**		**4.077**				

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

KERN

HPMS Local Urban/Rural Percent
From 1998 Assembly of Statistical Reports - Caltrans

49.0%	Urban
51.0%	Rural
100.0%	Total

Road Type	Base EF (lb PM10/ VMT
Freeway	0.000152818
Arterial	0.000254296
Collector	0.000254296
Local	0.00190513
Rural	0.008241141

KERN

	January	February	March	April	May	June	July	August	September	October	November	December	**Total/Average**
Rain Days	7.2	6.6	6.0	4.0	1.8	0.0	0	0	1.0	1.4	3.8	5.0	**36.8**
Total Days	31	28	31	30	31	30	31	31	30	31	30	31	**365**
Rain Reduction Factor	0.94	0.94	0.95	0.97	0.99	1.00	1.00	1.00	0.99	0.99	0.97	0.96	**0.97**

Paved Road Dust Emissions (tons/day)

KERN IWV 2027

		VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)
Enter Freeway VMT ==>	**Freeway**	**0**	0	0.000	0.000	0.000
Enter Arterial VMT ==>	**Arterial**	**467,179**	171	19.983	19.655	0.054
Enter Collector VMT ==>	**Collector**	**27,114**	10	1.160	1.141	0.003
Enter Local VMT ==>	**Local**	**31,551**	12	10.970	10.789	0.030
	Totals	**525,844**	**192**	**32.113**	**31.585**	**0.087**

KERN IWV 2037

		VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)
Enter Freeway VMT ==>	**Freeway**	**0**	0	0.000	0.000	0.000
Enter Arterial VMT ==>	**Arterial**	**474,870**	173	20.312	19.979	0.055
Enter Collector VMT ==>	**Collector**	**28,089**	10	1.201	1.182	0.003
Enter Local VMT ==>	**Local**	**32,104**	12	11.162	10.979	0.030
	Totals	**535,063**	**195**	**32.676**	**32.139**	**0.088**

KERN IWV 2046

		VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)
Enter Freeway VMT ==>	**Freeway**	**0**	0	0.000	0.000	0.000
Enter Arterial VMT ==>	**Arterial**	**467,096**	170	19.980	19.651	0.054
Enter Collector VMT ==>	**Collector**	**27,524**	10	1.177	1.158	0.003
Enter Local VMT ==>	**Local**	**31,571**	12	10.977	10.797	0.030
	Totals	**526,191**	**192**	**32.134**	**31.606**	**0.087**

	KERN IWV 2049						
			VMT Daily	VMT (million/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)
Enter Freeway VMT ==>		**Freeway**	**0**	0	0.000	0.000	0.000
Enter Arterial VMT ==>		**Arterial**	**461,732**	169	19.750	19.426	0.053
Enter Collector VMT ==>		**Collector**	**27,030**	10	1.156	1.137	0.003
Enter Local VMT ==>		**Local**	**31,198**	11	10.847	10.669	0.029
		Totals	**519,960**	**190**	**31.754**	**31.232**	**0.086**

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

Road Type	Base EF (lb PM10/ VMT
Freeway	0.00011762
Arterial	0.000234382
Collector	0.000234382
Local	0.00190513

Rain Adjustment Factor **0.98**

(24 rain days for Kern Mojave Desert)

AP-42 Emission Factor Equation -- Used in CARB's methodology

EF = [k(sL)^0.91 * (W)^1.02] * (1-P/4N)

Where:

k = 0.0022 lb PM10 / VMT

sL = Silt Loading Factor

W = Average Vehicle Weigth; 2.4 TONS

P = Number of Rainfall Days

N = 365 Days per year

Rainfall Adjsutment Factor = (1-P/4N) = (1-24/4*365) = 0.9835

Road Type	Silt Loading lb PM10/VMT
Freeway	0.015
Arterial	0.032
Collector	0.032
Local	0.32

Unpaved Road Dust Emissions (tons/day)

KERN 2027

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
City/County	74.0	10	270.1	270.100	242.654	0.665	0.484	0.343

KERN 2037

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
City/County	74.0	10	270.1	270.100	242.654	0.665	0.484	0.343

KERN 2046

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
City/County	74.0	10	270.1	270.100	242.654	0.665	0.484	0.343

KERN 2049

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	District Rule 8061/ISR Control Rates	Control-Adjusted Emissions
City/County	74.0	10	270.1	270.100	242.654	0.665	0.484	0.343

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

KERN

	January	February	March	April	May	June	July	August	September	October	November	December	Total/Average
Rain Days	7.2	6.6	6.0	4.0	1.8	0.0	0	0	1.0	1.4	3.8	5.0	**10.2**
Total Days	31	28	31	30	31	30	31	31	30	31	30	31	**365**
Rain Reduction Factor	0.77	0.76	0.81	0.87	0.94	1.00	1.00	1.00	0.97	0.95	0.87	0.84	**0.90**

Unpaved Road Dust Emissions (tons/day)

KERN -- IWV 2027

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	Emissions (PM10 tons/day)
City/County	14.0	10	51.1	51.100	47.740	0.131	0.131

KERN -- IWV 2037

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	Emissions (PM10 tons/day)
City/County	14.0	10	51.1	51.100	47.740	0.131	0.131

KERN -- IWV 2046

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	Emissions (PM10 tons/day)
City/County	14.0	10	51.1	51.100	47.740	0.131	0.131

KERN -- IWV 2049

	Miles	Vehicle Passes per Day	VMT (1000/year)	Base Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tpy)	Rain Adj. Emissions (PM10 tons/day)	Emissions (PM10 tons/day)
City/County	14.0	10	51.1	51.100	47.740	0.131	0.131

DO NOT CHANGE ANY ITEMS BELOW THIS LINE

Rain Adjustment Factor 0.93
(24 rain days for Kern Mojave Desert)

PM10 = 14 miles * 10 passes per day * 365 days per year * 2 lbs PM10 /VMT / 2000 lbs / ton * 0.9343 / 365 = 0.131 TPD

Where Rainfall Adustment = (365 - P) / 365

(365 - 24) / 365
= 0.9343

Road Construction Dust

KERN

Description								
	2027		2037		2046		2049	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
Baseline	2005	4790	2027	5753	2037	6041	2046	6205
Horizon	2027	5753	2037	6041	2046	6205	2049	6209
Difference	22	963	10	288	9	164	3	4
Lane Miles per Year		44		29		18		1
Acres Disturbed		170		112		71		5
Acre-Months		3056		2011		1272		93
Emissions (tons/year)		336.175		221.184		139.947		10.240
Annual Average Day Emissions (tons)		0.921		0.606		0.383		0.028
District Rule 8021 Control Rates		0.290		0.290		0.290		0.290
Total Emissions (tons per day)		**0.654**		**0.430**		**0.272**		**0.020**

Road Construction Dust

KERN - INDIAN WELLS VALLEY

Description	2027		2037		2046		2049	
	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles	Year	Lane Miles
Baseline	2005	360	2027	371	2037	382	2046	396
Horizon	2027	371	2037	382	2046	396	2049	396
Difference	22	11	10	10	9	14	3	0
Lane Miles per Year		1		1		2		0
Acres Disturbed		2		4		6		0
Acre-Months		35		73		112		0
Emissions (tons/year)		3.850		8.041		12.288		0.000
Total Emissions (tons per day)		**0.011**		**0.022**		**0.034**		**0.000**

2026 RTP Conformity Analysis Results Summary -- Kern

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 Ozone and Option 1 - 2015 Ozone	2026 Budget	3.7	10.6		
	2027	3.40	7.6	YES	YES
	2029 Budget	3.3	10.3		
	2029	3.1	7.2	YES	YES
	2031 Budget	3.1	10.3		
	2031	2.9	7.0	YES	YES
	2037	2.5	6.9	YES	YES
	2046	2.1	7.6	YES	YES
	2049	2.0	8.0	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
PM-10	2020 Budget	7.4	23.3		
	2027	5.6	8.0	YES	YES
	2020 Budget	7.4	23.3		
	2037	5.8	7.3	YES	YES
	2020 Budget	7.4	23.3		
	2046	5.7	7.9	YES	YES
	2020 Budget	7.4	23.3		
	2049	5.5	8.3	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 24-Hour PM2.5 Standard	2020 Budget	0.8	23.3		
	2027	0.4	8.0	YES	YES
	2020 Budget	0.8	23.3		
	2037	0.4	7.3	YES	YES
	2020 Budget	0.8	23.3		
	2046	0.5	8.0	YES	YES
	2020 Budget	0.8	23.3		
	2049	0.5	8.4	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
1997 Annual PM2.5 Standard	2023 Budget	0.7	13.3		
	2027	0.4	8.0	YES	YES
	2023 Budget	0.7	13.3		
	2037	0.4	7.3	YES	YES
	2023 Budget	0.7	13.3		
	2046	0.5	8.0	YES	YES
	2023 Budget	0.7	13.3		
	2049	0.5	8.4	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2006 PM2.5 Winter 24-Hour Standard	2024 Budget	0.7	13.4		
	2027	0.4	8.4	YES	YES
	2024 Budget	0.7	13.4		
	2037	0.4	7.6	YES	YES
	2024 Budget	0.7	13.4		
	2046	0.5	8.3	YES	YES
	2024 Budget	0.7	13.4		
	2049	0.5	8.7	YES	YES

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
2012 Annual PM2.5 Standard (Moderate)	2022 Budget	0.8	19.4		
	2027	0.4	8.0	YES	YES
	2022 Budget	0.8	19.4		
	2037	0.4	7.3	YES	YES
	2022 Budget	0.8	19.4		
	2046	0.5	8.0	YES	YES
	2022 Budget	0.8	19.4		
	2049	0.5	8.4	YES	YES

PM-10	Total On-Road Exhaust		Paved Road Dust		Unpaved Road Dust		Road Construction Dust		Total	
	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox	PM-10	Nox
2027	0.833	7.998	3.808		0.343		0.654		**5.637**	**7.998**
2037	0.949	7.251	4.079		0.343		0.430		**5.801**	**7.251**
2046	1.041	7.932	4.083		0.343		0.272		**5.740**	**7.932**
2049	1.079	8.327	4.077		0.343		0.020		**5.519**	**8.327**

2026 RTP Conformity Results Summary -- Kern (Mojave Desert)

Standard	Analysis Year	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
2008 and 2015 Ozone	2020 Budget	1.3	3.6		
	2027	0.6	1.7	YES	YES
	2037	0.4	1.7	YES	YES
	2046	0.3	1.9	YES	YES
	2049	0.3	2.0	YES	YES

2026 RTP Conformity Results Summary -- Kern (Indian Wells Valley)

Standard	Analysis Year	Emissions Total	DID YOU PASS?
		PM-10 (tons/day)	PM-10
PM-10 (Second Maintenance Plan)	2020 Budget	0.4	
	2027	0.3	YES
	2025 Budget	0.5	
	2037	0.3	YES
	2025 Budget	0.5	
	2046	0.4	YES
	2025 Budget	0.5	
	2049	0.3	YES

PM-10	Exhaust	Paved Road Dust	Unpaved Road Dust	Road Construction Dust	Total
		PM-10	PM-10	PM-10	PM-10
2027	0.100	0.087	0.131	0.011	**0.328**
2037	0.100	0.088	0.131	0.022	**0.341**
2046	0.100	0.087	0.131	0.034	**0.351**
2049	0.100	0.086	0.131	0.000	**0.316**

Option 2 Conformity Analysis Results – Not Adopted

EMFAC2021 Emissions (tons/day)											
Pollutant	**Source**	**Description**	**San Joaquin Valley Total**								
			2027	2029	2032	2035	2037	2046	2049		
Ozone	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	17.84	16.22	14.34	13.01	12.39	10.09	9.77		
2015 standard	*Emission Reductions from Telework**		*-1.06*	*-0.95*	*-0.94*	*-0.86*	*-0.82*	*-0.69*	*-0.67*		
(2026 Extreme SIP Revision)											
		Conformity Total	16.8	15.3	13.5	12.2	11.6	9.4	9.2		
Ozone	EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	30.77	28.26	26.00	24.81	24.50	25.34	26.26		
2015 standard	*Emission Reductions from Telework**		*-0.74*	*-0.63*	*-0.56*	*-0.47*	*-0.43*	*-0.33*	*-0.32*		
(2026 Extreme SIP Revision)											
		Conformity Total	31	28	26	25	25	26	26		
Pollutant	**Source**	**Description**	**Fresno (SJV)**								
			2027	2029	2032	2035	2037	2046	2049		
	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	4.14	3.75	3.30	2.98	2.82	2.29	2.20		
	EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	6.44	5.88	5.35	5.04	4.94	4.99	5.10		
Pollutant	**Source**	**Description**	**Kern (SJV)**								
			2027	2029	2032	2035	2037	2046	2049		
	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	3.34	3.08	2.78	2.57	2.45	2.01	1.95		
	EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	7.57	7.17	6.91	6.87	6.90	7.56	7.94		

Pollutant	Source	Description	Kings (SJV)						
			2027	2029	2032	2035	2037	2046	2049
	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	0.83	0.76	0.67	0.60	0.57	0.46	0.44
	EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	1.77	1.65	1.55	1.50	1.50	1.59	1.65

Pollutant	Source	Description	Madera (SJV)						
			2027	2029	2032	2035	2037	2046	2049
	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	0.82	0.74	0.65	0.59	0.57	0.46	0.45
	EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	1.42	1.28	1.16	1.09	1.08	1.07	1.10

Pollutant	Source	Description	Merced (SJV)						
			2027	2029	2032	2035	2037	2046	2049
	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	1.31	1.18	1.01	0.90	0.85	0.66	0.65
	EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	3.18	2.94	2.69	2.57	2.55	2.62	2.72

Pollutant	Source	Description	San Joaquin (SJV)						
			2027	2029	2032	2035	2037	2046	2049
	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	3.17	2.89	2.59	2.38	2.30	1.96	1.93
	EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	4.49	4.07	3.70	3.49	3.44	3.56	3.70

Pollutant	Source	Description	Stanislaus (SJV)						
			2027	2029	2032	2035	2037	2046	2049
	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	2.25	2.02	1.77	1.59	1.50	1.19	1.15
	EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	3.09	2.76	2.44	2.25	2.17	2.11	2.17

Pollutant	Source	Description	Tulare (SJV)						
			2027	2029	2032	2035	2037	2046	2049
	EMFAC 2021 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	1.98	1.80	1.58	1.41	1.33	1.06	1.01
	EMFAC 2021 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	2.80	2.51	2.20	2.01	1.93	1.85	1.88

2026 RTP Conformity Analysis Results Summary

	San Joaquin Valley (All Subareas)				
Standard	**Analysis Year**	**Emissions Total**		**DID YOU PASS?**	
		ROG (tons/day)	**NOx (tons/day)**	**ROG**	**NOx**
2015 Ozone	2026 Budget	19.1	34		
	2027	16.8	31	**YES**	**YES**
	2029 Budget	16.8	30		
	2029	15.3	28	**YES**	**YES**
	2032 Budget	14.9	27		
	2032	13.5	26	**YES**	**YES**
	2035 Budget	14.0	27		
	2035	12.2	25	**YES**	**YES**
	2037 Budget	13.4	27		
	2037	11.6	25	**YES**	**YES**
	2046	9.4	26	**YES**	**YES**
	2049	9.2	26	**YES**	**YES**

APPENDIX D

TIMELY IMPLEMENTATION DOCUMENTATION FOR TRANSPORTATION CONTROL MEASURES

Kern Council of Governments
2002 RACM Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2025 FTIP Conformity Update	2026 RTP/2027 FTIP Conformity Update
								(as of 5/24)	(as of 6/26)
KE 14.10	KCOG	Public Education Program	02/03 - 04/05	$40,000 per year	2002	KER020122	IN KERN COUNTY: COUNTYWIDE WITH SPECIAL EMPHASIS ON SAN JOAQUIN PORTION OF KERN COUNTY, PUBLIC OUTREACH PROGRAM, AND SOME CAPITAL	Complete	Complete
KE 1.1	Arvin	New bus service to Ikea plant and business park	2002	Not specified				Complete	Complete
KE 1.5	Arvin	Construct transfer station	2005	$650,000 CMAQ (includes local)	2002	KER000503	CONSTRUCT NEW TRANSIT TRANSFER STATION	Complete	Complete
KE 9.3	Arvin	Drive Approach Modification Project; Traffic Signal Project	2003; 2003	$395,000 Total				Complete	Complete
KE 10.2	Arvin	Bike Racks on Buses	2002	Not specified				Complete	Complete
KE 5.2 and 5.16	Bakersfield	Traffic signal interconnect projects	2003	$1 M CMAQ (includes local)					

Kern Council of Governments
2002 RACM Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2025 FTIP Conformity Update	2026 RTP/2027 FTIP Conformity Update
								(as of 5/24)	(as of 6/26)
					1998	KER960506	TRAFFIC OPERATIONS CENTER: MANAGEMENT CENTER TO LINK ALL TRAFFIC SIGNALS TO CITY HALL- PURCHASE HARDWARE AND SOFTWARE - CONSTRUCTION OF CENTER (PHASE 2)	Complete	Complete
					2002	KER000504	SIGNALIZATION, COMMUNICATION / SYNCHRONIZATION OF SOUTH H STREET FROM WHITE LANE TO PANAMA LANE	Complete	Complete
					2002	KER000505	SIGNALIZATION, COMMUNICATION / SYNCHRONIZATION OF STINE ROAD FROM WHITE LANE TO HARRIS ROAD	Complete	Complete
					2002	KER000506	SIGNALIZATION, COMMUNICATION / SYNCHRONIZATION OF ASHE ROAD FROM CLUB VIEW DRIVE TO NORTH HALF MOON BLVD.	Complete	Complete
					2002	KER000507	SIGNALIZATION, COMMUNICATION / SYNCHRONIZATION OF MISC. BRANCH COMMUNICATIONS AT VARIOUS LOCATIONS	Complete	Complete
					2002	KER010502	SIGNALIZATION: COMMUNICATION / SYNCHRONIZATION OF THREE IDENTIFIED SIGNAL LOCATIONS	Complete	Complete

Kern Council of Governments
2002 RACM Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2025 FTIP Conformity Update	2026 RTP/2027 FTIP Conformity Update
								(as of 5/24)	(as of 6/26)
					2002	KER990512	IN BAKERSFIELD -TRAFFIC SIGNAL WIRED INTERCONNECT ON NILES ST. FROM ALTA VISTA DR. TO HALEY ST.	Complete	Complete
					2002	KER990520	IN BAKERSFIELD -(TRUNK LINE) TRAFFIC SIGNAL WIRED INTERCONNECT ON CHESTER AVENUE FROM 23RD ST. TO W. COLUMBUS ST.	Complete	Complete
					2002	KER010503	SIGNALIZATION: COMMUNICATION / SYNCHRONIZATION OF MISC. BRANCH COMMUNICATIONS AT VARIOUS LOCATIONS	Complete	Complete
KE 5.3	Bakersfield	Intersection improvements at White and Wible Road; Westside Parkway	2003; 2007 +	Not specified					
								Complete	Complete
					2000	KER970508	SIGNALIZATION: TRUNK LINE COMMUNICATIONS/SYNCHRO. - WHITE LANE FROM WIBLE ROAD TO HUGHES LANE	Complete	Complete

Kern Council of Governments
2002 RACM Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2025 FTIP Conformity Update	2026 RTP/2027 FTIP Conformity Update
								(as of 5/24)	(as of 6/26)
					2002	KER010501	SIGNALIZATION: COMMUNICATION / SYNCHRONIZATION OF GOSFORD ROAD FROM WHITE LANE TO STOCKDALE HWY.	Complete	Complete
					2002	KER020102	IN BAKERSFIELD: FROM STOCKDALE HWY TO TRUXTUN AVE AT ROUTE 99; CONSTRUCT 4-LANE AND 6-LANE NEW FACILITY - Note: In 2009 FTIP, this project has six phases due to funding.	Complete	Complete
KE 9.5	California City	Expand bike lanes by about 75%	2003	Not specified				Complete	Complete
KE 1.5	Kern County	Service to Shafter, Wasco, McFarland, Delano, Lost Hills, Lamont, Weedpatch, Ridgecrest, California City and Mojave	2003	$400,000 per year				Complete	Complete
KE 5.2	County	Six signal projects	2005	$4,515,000 Total					

Kern Council of Governments
2002 RACM Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2025 FTIP Conformity Update	2026 RTP/2027 FTIP Conformity Update
								(as of 5/24)	(as of 6/26)
					2000	KER000521	SIGNALIZATION, SYNCHRONIZATION, CHANNELIZATION AND RELATED SAFETY MODIFICATIONS ON OLIVE DRIVE FROM FRUITVALE AVENUE TO COFFEE ROAD	Complete	Complete
					2000	KER990519	SIGNALIZATION, SIGNAL SYNCHRONIZATION, CHANNELIZATION AND RELATED SAFETY MODIFICATIONS - NILES ST. FROM VIRGINIA ST. TO MORNING DR.	Complete	Complete
					2000	KER990518	SIGNAL SYNCHRONIZATION, CHANNELIZATION AND RELATED SAFETY MODIFICATIONS - FAIRFAX RD. FROM BRUNDAGE LANE TO COLLEGE AVE.	Complete	Complete
					2000	KER990523	SIGNALIZATION, SIGNAL SYNCHRONIZATION, CHANNELIZATION AND RELATED SAFETY MODIFICATIONS - OSWELL ST. FROM BRUNDAGE LANE TO BERNARD ST.	Complete	Complete

Kern Council of Governments
2002 RACM Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2025 FTIP Conformity Update	2026 RTP/2027 FTIP Conformity Update
								(as of 5/24)	(as of 6/26)
					2000	KER000533	SYNCHRONIZATION CHANNELIZATION AND RELATED SAFETY MODIFICATIONS ON CALIFORNIA AVENUE FROM WASHINGTON STREET TO EDISON HIGHWAY	Complete	Complete
								Complete	Complete
KE 10.2	County	Retrofit buses with bike racks	2005	$80,000 CMAQ (includes local)	2002	KER000528	INSTALL BIKE CYCLE RACKS ON BUS FLEET	Complete	Complete
KE 10.2	Delano	Bike racks on four full size transit buses	2003	Not specified				Complete	Complete
J 34	GET	Develop and implement an area vehicle locator		$2.2 million	2002	KER990526	Area Vehicle Locator (Phase 1)	Complete	Complete
						KER990527	Area Vehicle Locator (Phase 2)		
KE 9.3	Ridgecrest	Construct 1.5 miles of bicycle lane on existing streets and 2.67 miles of new bike lanes	2003	$165,000 TEA	2002	KER990902	IN RIDGECREST - CHELSEA STREET BICYCLE PATH EXTENSION PROJECT	Complete	Complete

Kern Council of Governments
2002 RACM Timely Implementation Documentation

RACM Commitment	Agency	Commitment Description	Commitment Schedule	Commitment Funding	TIP	TIP Project ID	Project Description	2025 FTIP Conformity Update	2026 RTP/2027 FTIP Conformity Update
								(as of 5/24)	(as of 6/26)
KE 1.5	Shafter	Analyze transit system for route expansion; construct a CNG facility; two CNG mini-vans for enhanced service	2000; 2003	Not specified				Complete	Complete
KE 1.5	Taft	Construct transit transfer station	2002	$375,000 CMAQ	2002	KER990550	IN THE CITY OF TAFT - CONSTRUCT TRANSIT TRANSFER STATION	Complete	Complete
KE 9.5 and 9.2	Tehachapi	1.3 miles of Class I bike trails adjacent to several roadways in community	2003	Not specified				Complete	Complete
SJ 5.3	Wasco	Traffic signal at Highway 46 and Griffith Avenue	Not specified	$221,000				Complete	Complete
KE 7.17	Wasco	Construct new transit transfer station	design in 2002	$619,710 CMAQ	2002	KER000520	CONSTRUCT NEW TRANSIT TRANSFER STATION	Complete	Complete
KE 9.1	Wasco	Convert two mid-block alleys to pedestrian walkways	2002	TEA	2002	KER001001	DOWNTOWN STREETSCAPE IMPROVEMENT PROJECT	Complete	Complete

Kern Council of Governments
2002 RACM Timely Implementation Documentation

RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	2025 FTIP Conformity Update (as of 5/24)	2026 RTP/2027 FTIP Conformity Update (as of 6/26)
14.9	KCOG	Business, Industry and Governmental Outreach Program	Implement multi-agency outreach program and promote incentives for 2002-03 through 2004-05	Commitment Complete.	Commitment Complete.
KE5.4	Bakersfield	Site-Specific Transportation Control Measures	Encourage implementation…include various channelization and signal modification projects identified by special traffic studies or development for the next 5 years (2007)	Commitment Complete.	Commitment Complete.
KE1.1	County of Kern	Regional Express Bus Program	Purchase buses to operate regional express bus service	The County of Kern continues to offer regional express bus service.	The County of Kern continues to offer regional express bus service.
KE1.7	County of Kern	Free transit during special events	Offer one day of free travel from Bakersfield to Kernville Whisky Flat Days and Frazier Park Lilac Festival	The County of Kern has offered free transit for these events and will continue to do so.	The County of Kern has offered free transit for these events and will continue to do so.
KE9.2	County of Kern	Encouragement of Pedestrian Travel	Implement Bikeway Master Plan	Implementation of the Bikeway Master Plan continues to occur along with updates to the Kern County General Plan. The Bikeway Master Plan was approved regionally by the Kern Council of Governments October 2012.	Implementation of the Bikeway Master Plan continues to occur along with updates to the Kern County General Plan. The Bikeway Master Plan was approved regionally by the Kern Council of Governments October 2012.
KE14.4	County of Kern	Voluntary No Drive Day Programs	Conduct voluntary employee no-drive day programs during the ozone season through media and employer based public awareness activities in 2002	Commitment Complete.	Commitment Complete.
KE5.1	Taft	Develop Intelligent Transportation Systems	Provide areas for pedestrian and bicyclist in vicinity of commercial development and promote use of such areas.	Commitment Complete.	Commitment Complete.
KE9.3	Taft	Bicycle/Pedestrian Program	Provide facilities for only pedestrian and bicycle use.	Commitment Complete.	Commitment Complete.
KE9.5	Taft	Encouragement of Bicycle Travel	Provide funding for bikeway system. Provide education materials	Commitment Complete.	Commitment Complete.

Kern Council of Governments
2002 RACM Timely Implementation Documentation

RACM Commitment	Agency	Measure Title	Measure Description (not verbatim)	2025 FTIP Conformity Update (as of 5/24)	2026 RTP/2027 FTIP Conformity Update (as of 6/26)
KE1.7	Wasco	Free transit during special events	Provide free transit between Saturday's events during the Wasco Rose Festival beginning in 2002 through 2005	Commitment Complete.	Commitment Complete.
KE3.9	Wasco	Encourage merchants and employers to subsidize the cost of transit for employees	Offer free transportation to full time, permanent City of Wasco, School District and High School District employees beginning in 2002 through 2005	Commitment Complete.	Commitment Complete.
KE9.8	Wasco	Close streets for special events for use by bikes and pedestrians	Close streets to vehicles for the annual Wasco Festival of Roses	Yes, the parade route was closed for vehicle traffic and open to foot traffic. Closure will continue for annual event.	Yes, the parade route was closed for vehicle traffic and open to foot traffic. Closure will continue for annual event.

Option 2: 2022 RACM – Not Adopted

Kern Council of Governments
2002 RACM Timely Implementation Documentation

Agency	Measure Title	Measure Description (not verbatim)	2025 FTIP Conformity Update (as of 5/24)	2026 RTP/2027 FTIP Conformity Update (as of 6/26)
KCOG	Eco-driving educational program	Include information on eco-driving and related air quality benefits and fuel savings by updating CommuteKern.org website	N/A	Commitment Complete
Bakersfield	Complete Streets and Transit Oriented Development	Downtown Bicycle Connectivity Project	N/A	Commitment Complete

APPENDIX E

PUBLIC MEETING PROCESS DOCUMENTATION

NOTICE OF PUBLIC HEARING
DRAFT 2026 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITY STRATEGY, DRAFT 2027 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, CORRESPONDING DRAFT CONFORMITY ANALYSIS, AND
NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL IMPACT REPORT
SCH#: 2025041115

NOTICE IS HEREBY GIVEN that the Kern Council of Governments will hold a public hearing at 6:00 p.m. June 1, 2026 at the City of Tehachapi Council meeting, 220 West C Street, Tehachapi, CA 93561 and at 6:30 p.m. June 18, 2026 at the Kern Council of Governments office building at 1401 19th Street, Suite 300, Bakersfield, CA 93301 regarding the Draft 2027 Federal Transportation Improvement Program (2027 FTIP), the Draft 2026 Regional Transportation Plan/Sustainable Community Strategy (2026 RTP/SCS), the corresponding Draft Air Quality Conformity Analysis for the 2027 FTIP and 2026 RTP/SCS and the Draft Environmental Impact Report (EIR). The purpose of the public hearing is to receive public comments on these documents.

- The 2026 RTP/SCS is a long-term coordinated transportation/land use strategy to meet Kern County transportation needs out to the year 2049.
- The EIR document provides an analysis of potential environmental impacts related to the implementation of the RTP/SCS as required by the California Environmental Quality Act.
- The 2027 FTIP is a near-term listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Kern County during the next four years.
- The corresponding Conformity Analysis contains the documentation to support a finding that the 2027 FTIP and 2026 RTP/SCS meet the air quality conformity requirements for ozone and particulate matter.

The public participation efforts for the 2027 FTIP satisfies the program of projects (POP) requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program Section 5307 and FTA Bus and Bus Facilities Program Section 5339. If no comments are received on the proposed POP, the proposed transit program (funded with FTA 5307 and FTA 5339 dollars) will be the final program.

Individuals with disabilities may call Kern Council of Governments at 661-635-2900 or email administrative@kerncog.org (within three-working-days advance notice) to request auxiliary aids necessary to participate in the public hearing. Translation services are available (with three-working-days advance notice) to participants speaking any language with available professional translation services.

A 55-day public review and comment period commenced on May 8, 2026, and concludes July 2, 2026 for the Draft 2026 RTP/SCS. The Draft Environmental Impact Report

(Program EIR) was released for a 45-day review and comment period commencing on May 18, 2026, and concludes July 2, 2026. The Draft 2027 FTIP and the corresponding Draft Air Quality Conformity Analysis for the 2027 FTIP and 2026 RTP/SCS 30-day review and comment period will commence on June 1, 2026, and conclude on July 2, 2026. The draft documents are available for review at the Kern Council of Governments office, located at 1401 19th Street, Suite 300, Bakersfield, CA 93301 and on the Kern COG website at www.kerncog.org.

Public comments are welcomed at the hearing, or may be submitted in writing by 5:00 p.m. July 2, 2026, to Jay Schlosser, Executive Director, at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the Kern Council of Governments at a regularly scheduled meeting to be held on September 17, 2026. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Mr. Jay Schlosser, Executive Director
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301
Phone: 661-635-2900
E-mail: jschlosser@kerncog.org

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. I 14-94, December 4, 2015) and the Infrastructure Investment and Jobs Act (P.L. 117-58, November 15, 2021);

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
Bob Smith, Chairman
Kern Council of Governments

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

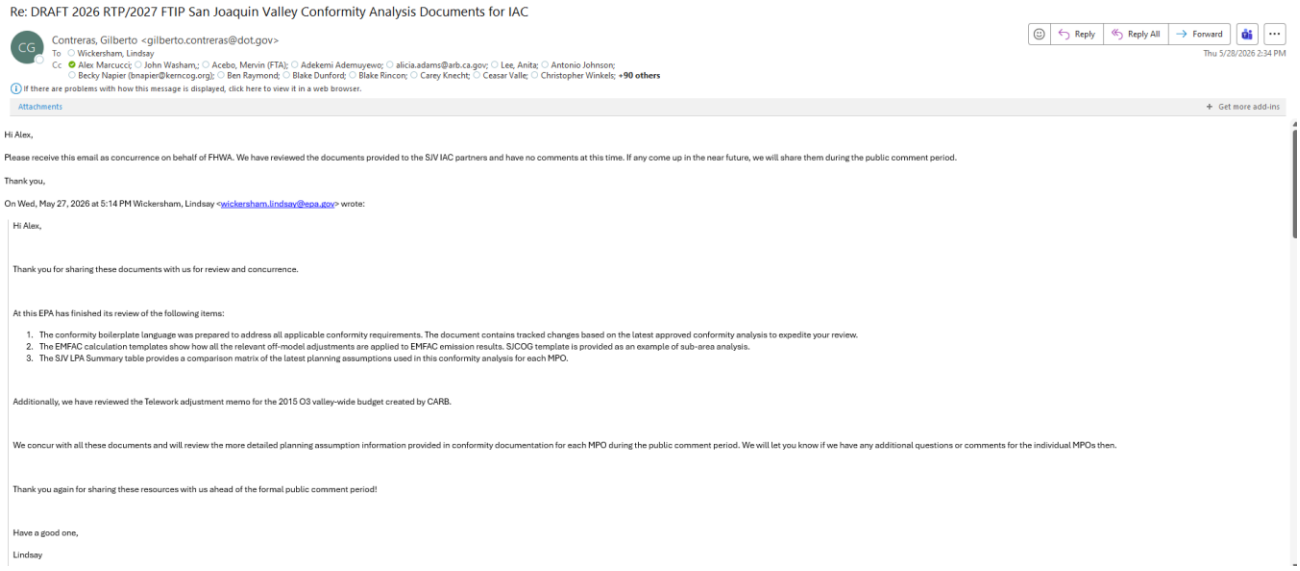
I hereby certify that the U.S. EPA issued final approval of the motor vehicle emission budgets in the 2026 Valley Budget Update on September 14 2026, effective on the October 14, 2026.

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

Signed: _____

John Schlosser, Executive Director
Kern Council of Governments

IAC Concurrence on Conformity Analysis Methodology and Latest Planning Assumptions:



Re: DRAFT 2026 RTP/2027 FTIP San Joaquin Valley Conformity Analysis Documents for IAC

Contreras, Gilberto <gilberto.contreras@dot.gov>

To: Wickersham, Lindsay

Cc: Alex Marcucci; John Washam,; Acebo, Mervin (FTA); Adekemi Ademuyewe; alicia.adams@arb.ca.gov; Lee, Anita; Antonio Johnson; Becky Napier (bnapier@kerncog.org); Ben Raymond; Blake Dunford; Blake Rincon; Carey Knecht; Ceasar Valle; Christopher Winkels; **+90 others**

Reply | Reply All | Forward

Thu 5/28/2026 2:34 PM

If there are problems with how this message is displayed, click here to view it in a web browser.

Attachments

+ Get more add-ins

Hi Alex,

Please receive this email as concurrence on behalf of FHWA. We have reviewed the documents provided to the SJV IAC partners and have no comments at this time. If any come up in the near future, we will share them during the public comment period.

Thank you,

On Wed, May 27, 2026 at 5:14 PM Wickersham, Lindsay <wickersham.lindsay@epa.gov> wrote:

> Hi Alex,
>
> Thank you for sharing these documents with us for review and concurrence.
>
> At this EPA has finished its review of the following items:
>
> 1. The conformity boilerplate language was prepared to address all applicable conformity requirements. The document contains tracked changes based on the latest approved conformity analysis to expedite your review.
> 2. The EMFAC calculation templates show how all the relevant off-model adjustments are applied to EMFAC emission results. SJCOG template is provided as an example of sub-area analysis.
> 3. The SJV LPA Summary table provides a comparison matrix of the latest planning assumptions used in this conformity analysis for each MPO.
>
> Additionally, we have reviewed the Telework adjustment memo for the 2015 O3 valley-wide budget created by CARB.
>
> We concur with all these documents and will review the more detailed planning assumption information provided in conformity documentation for each MPO during the public comment period. We will let you know if we have any additional questions or comments for the individual MPOs then.
>
> Thank you again for sharing these resources with us ahead of the formal public comment period!
>
> Have a good one,
>
> Lindsay

APPENDIX F

RESPONSE TO PUBLIC COMMENTS

Summary of Comments and Responses

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

Comments From: Jennifer R, Ashby-Camp, California Department of Transportation (Caltrans)
Date Received: June 25, 2026
Submitted via: Email
To: Raquel Pacheco; Ceasar Valle
Subject: RE: Kern - Draft 2026 RTP/SCS, Draft EIR, Draft 2027 FTIP, and Draft Conformity Analysis
Email dated 6/25/2026

Good afternoon Raquel and Ceasar,

It was a pleasure meeting with you today to review Caltrans' formal comments for Kern COG's Draft 2027 FTIP. We appreciate the dedication and collaborative effort in preparing the Draft FTIP and look forward to the Final FTIP submittal.

Thank you for giving Caltrans the opportunity to review Kern COG's Draft 2027 FTIP. Please include responses to the comments below from both Financial Programming and the Air Quality Conformity Branch in Kern COG's Final 2027 FTIP.

FINANCIAL PROGRAMMING COMMENTS

AIR QUALITY CONFORMITY BRANCH COMMENTS	
Comment 18-20	pg. 13 Extra space on top of page
Comment 18-21	93.104 (b,c) Include a copy of the MPO resolution.
Comment 18-22	§93.106 unable to locate open to traffic dates
Comment 18-23	§93.106 please explain how the first horizon year is no more than 10 years from the based year used to validate the transportation demand planning model ((a)(1)(ii)). Unable to confirm this in the referenced pages and table.
Comment 18-24	§93.110 (c,d,e,f) confirm location of (e), TCMs are located in Chapter 4.
Comment 18-25	§93.114 We recommend also referencing Chapter 3
Comment 18-25	Conformity Analysis Documentation Checklist: spelling error for Eastern Kern
Comment 18-25	§93.119 (h, i) and §93.122 (a)(1) maintain consistency with page numbers (pages in the document vs. pages in the pdf)
Comment 18-26	§93.122 (a)(1) unable to locate VMT for non-regionally significant projects
Comment 18-26	§93.126, §93.127, §93.128 confirm chapter and page location, found in Chapter 5 not Chapter 2

1. Comment 18-20:

"pg. 13 Extra space on top of page"

Response 18-20:

Thank you for your comment.

2. Comment 18-21:

"page 77 §93.104 (b,c) Include a copy of the MPO resolution"

Response 18-21:

A copy of the draft resolution was provided in Appendix E of the Draft Conformity Document. A copy of the final resolution will be provided with the Final Conformity Document.

3. Comment 18-22*:*

"page 77 §93.106 unable to locate open to traffic dates"

Response 18-22:

Appendix B includes a table of projects with year number and number of lanes, the year listed is the open to traffic date.

4. Comment 18-23:

"page 77 §93.106 please explain how the first horizon year is no more than 10 years from the base year used to validate the transportation demand planning model ((a)(1)(ii)). Unable to confirm this in the referenced pages and table. "

Response 18-23:

Clarifying language on page 36 of the Conformity Document was added discussing that the first conformity analysis year is 2027 which meets the requirements in §93.106(a)(1)(ii).

5. Comment 18-24:

"page 78 §93.110 (c,d,e,f) confirm location of (e), TCMs are in Chapter 4. "

Response 18-24:

This regulatory requirement refers to quantifying benefits of TCMs. As discussed in the referenced pages, all SIP committed control measures have been incorporated in EMFAC2021 model and are not analyzed separately. A reference to Chapter 4 was also added to the Conformity Checklist.

6. Comment 18-25:

"page 79 §93.114 We recommend also referencing Chapter 3

Conformity Analysis Documentation Checklist: spelling error for Eastern Kern

page 79 §93.119 (h, i) and §93.122 (a)(1) maintain consistency with page numbers (pages in the document vs. pages in the pdf)"

Response 18-25:

§93.114 on the checklist has an added reference to Chapter 3.

Spelling error corrected. Thank you for your comment.

§93.119 (h, i) and §93.122 (a)(1) Checklist page number references the page number on the bottom of page.

7. Comment 18-26:

"page 80 §93.122 (a)(1) unable to locate VMT for non-regionally significant projects page 82 §93.126, §93.127, §93.128 confirm chapter and page location, found in Chapter 5 not Chapter 2 "

Response 18-26:

Appendix B is updated to include a table of non-regionally significant Federal projects. Clarifying language on page 39 of the Conformity Document was added to document that modeled VMT includes all projects listed in Appendix B.

Checklist updated to reference Chapter 5. Thank you.

RTP COMMENT LETTER 19

COMITÉ PROGRESO DE LAMONT

CRPE

COMITE POR UN SHAFTER MEJOR

Committee for a Better Arvin CBA

DELANO GUARDIANS

La COLONIA

CENTER ON RACE, POVERTY & THE ENVIRONMENT

1012 JEFFERSON STREET, DELANO, CA 93215 TEL 661-720-9140 FAX 661-720-9483

WWW.CRPE-EJ.ORG

July 2, 2026

Via Email
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301
RTP2026@kerncog.org

Subject: Draft Regional Transportation Plan/Sustainable Communities Strategy and Draft Program Environmental Impact Report

Dear Regional Transportation Plan Team:

The Center on Race, Poverty & the Environment submits these comments on behalf of itself, Comité Progeso de Lamont, Committee for a Better Shafter, Committee for a Better Arvin, the Delano Guardians, and Community Organized for Leadership, Opportunity, Neighborhood Inclusion, and Advancement (La COLONIA). This comment is in response to three documents released by the Kern Council of Governments (COG): the Draft Regional Transportation Plan, the Draft Environmental Impact Report, and the Conformity Analysis.

We applaud Kern COG's outreach efforts and encourage continued engagement on updates to the RTP and its associated documents. The comments in this letter are intended to further the collaboration between our organizations and Kern COG to improve the well-being of environmental justice communities across Kern County. While we appreciate the efforts by Kern COG and other agencies to consider community well-being and climate resilience in these transportation planning efforts, we feel the three documents fall short of their mandates in some crucial respects. While Kern County may serve as an important logistics artery, Kern COG should not fall into the trap of subsidizing economic growth and corporate profit off the backs of the health and safety of environmental justice communities.

In addition to this letter, we have made available documents relied upon by these comments in this folder: https://drive.google.com/drive/folders/1ODR3_FT2HMp46ZTegJVRGuR9QatmN0Jh?usp=drive_link. If you cannot access the folder, please contact Natalia Ospina at nospina@crpe-ej.org.

I. Regional Transportation Plan

The Draft Regional Transportation Plan (RTP) contains some important policies, strategies, and actions that will advance health and climate resiliency in Kern County. However, the Plan misses

b. *Protections for Environmental Justice Communities from Freight Pollution*

Comment 19-2

The RTP acknowledges that there will be disproportionate health and air quality impacts from freight on rural communities, including on sensitive receptors in environmental justice communities.[4] "While the Plan goes on to say that the Kern Area Regional Goods-Movement Operations (KARGO) studies have developed strategies to reduce these impacts, these strategies are not apparent in the RTP itself. Failure to address disproportionate impacts on environmental justice communities is a violation of Kern COG's obligations under Title VI of the Civil Rights Act and Government Code section 11135, as well as President Clinton's 1994 Executive Order 12898 on Environmental Justice.

Inclusion of effective strategies to address environmental justice concerns around freight pollution is also consistent with Policy 33 of the RTP – proactive implementation of Federal Title VI and Environmental Justice requirements to ensure equity. This policy calls on Kern COG to take actions that will "[a]void, minimize, and/or mitigate disproportionately high and adverse human health or environmental effects, including social and economic impacts, on traditionally disadvantaged communities, especially racial minority and low- income communities" and "[p]revent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations."[5] It also calls on Kern COG to "[a]llocate discretionary funding such as Regional Surface Transportation Program to meet the maintenance needs of existing communities first,"[6] which would prevent rural and unincorporated communities from being left behind.

Developing these strategies is also consistent with Policy 21, which calls on Kern COG to "[c]oordinate planning efforts to ensure efficient, economical, and environmentally sound movement of goods mitigating impacts to all communities."[7] However, this policy is missing key actions that would clarify what such mitigation looks like and how to make such mitigation meaningful. While offering air filters to sensitive receptors and planting vegetative barriers is a start, the RTP must include actions that will directly reduce emissions and will ensure that mobile and stationary sources of pollution are not located near environmental justice communities.

Even in sections of the RTP dedicated to environmental justice, concrete discussions on how to track and reduce health impacts is notably slim or absent. Appendix D of the RTP, which contains the performance evaluation metrics for environmental justice, does not include any factors or metrics for measuring environmental health[8] and relies entirely on the air conformity

---

[4] "[D]istribution facilities are rarely located in urban infill areas, often drawing commuter/heavy truck traffic into rural communities, increasing their exposure to health-based criteria pollutants. Thus, efforts to reduce statewide carbon emissions can unintentionally increase local pollution burdens for vulnerable populations." Kern Council of Governments, 2026 Regional Transportation Plan/Sustainable Communities Strategy, Draft Program Environmental Impact Report (May 2026), 3.0-11; see also the statement that "…health risks at any given location could increase, and therefore, the exposure of sensitive receptors to localized concentrations of TACs could increase above desirable levels for some sensitive receptors." *Id.*, at 4.3-50. [hereinafter "Draft 2026 RTP PEIR"]

[5] Draft 2026 RTP, at 2-30.

[6] *Id.*, at 2-31.

[7] *Id.*, at 2-13.

[8] *Id.*, at Appendix D, D-21.

analysis, which has yet to be approved by the U.S. DOT or EPA. Regardless of the validity of the air conformity analysis (discussed further below), environmental and health metrics should be at the core of what is measured to evaluate whether environmental justice is being furthered. Relying on regional conformity does not mean that air quality and environmental health in disadvantaged communities is improved. Outreach and identification of environmental justice communities is only a first step to advancing environmental justice – it is actualized through concrete improvements in the health of those who have been overburdened by decades of pollution.

While we agree that our communities deserve more economic opportunities, we heavily dispute that it needs to come at the expense of health equity. Appendix D implies that economic benefits would provide greater public health outcomes than improving air quality and water quality.[9] These are the types of arguments made by Long Beach, Fresno, Riverside and San Bernadino decision-makers and as a result residents in Long Beach live 8 years less than the rest of Los Angeles County and Fresno residents living within 800 feet of truck routes experience more asthma and adverse pregnancy outcomes.[10] Latino and Black Californians are exposed to higher levels of PM2.5 pollution than white Californians (39% and 43% respectively). [11] Another study found that over 70% of California children between 1-4 years old living within 5 miles of a major railyard were children of color.[12] This should be taken especially seriously in a county with several environmental justice populations.

Instead of relying solely on economic opportunities to improve the well-being of our communities, the RTP should uplift other important public health analysis that demonstrates the widespread harms from exposure to freight pollution and the disproportionate exposure to such pollution by low income and communities of color:

- Diesel pollution causes about 60,000 premature deaths in the U.S.[13]
- Residents of the neighborhood of Armourdale, Kansas City are predominately working class and Latino and surrounded by railyards, industry, and highways – they live 22 years less than average according to the CDC.[14]
- Asthma is one of the leading causes of missed school days for children and there is growing evidence that poor air quality contributes to absenteeism, which is linked to academic performance.[15]

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[9] *Ibid.*
[10] https://www.kvpr.org/local-news/2024-07-02/after-warehouse-boom-in-south-fresno-research-finds-few-nearby-residents-got-jobs (Fresno)
[11] Inequitable Exposure to Air Pollution from Vehicles in California, Union of Concerned Scientists (2019), *available at* https://www.ucsusa.org/resources/inequitable-exposure-air-pollution-vehicles-california-2019.
[12] Spencer-Hwang R, et al, Association of major California freight railyards with asthma-related pediatric emergency department hospital visits, Preventative Medicine Reports 13 (2019), 76.
[13] Clean Cargo: A Guide to Reducing Diesel Air Pollution From the Freight Industry in Your Community, NRDC.
[14] MFN Rail and Locomotives Letter to U.S. EPA (June 2023).
[15] Spencer-Hwang R, et al, Association of major California freight railyards with asthma-related pediatric emergency department hospital visits, Preventative Medicine Reports 13 (2019), 77.

- Children from 1-4 years living within 10 miles of a major railyard were more likely to have to visit the ER for asthma, which could result in permanent developmental impacts due to this early exposure.[16]
- Noise and light pollution can cause hearing impairment, high blood pressure, and sleep deprivation.[17]
- Workers, children, elders, and those with pre-existing health conditions are some of the most at risk of diesel pollution exposure.[18]
- In Savannah, Georgia and Houston, Texas, the communities near ports are predominately people of color and make lower than median incomes.[19]
- Southern California communities within half a mile to 2 miles of a warehouse also experience higher poverty and unemployment rates, showing that communities most burdened by the warehouse pollution are not significantly benefiting from job creation.[20]

While Greenpass projects provide essential *mitigation* of current harms, the RTP's strategy must include *prevention* as much as mitigation. This requires placing hard, physical limits on the growth of road-based freight infrastructure. **We ask that the RTP incorporate the following strategies** to adequately protect environmental justice communities from pollution harms:

1. Setbacks from highways, railyards and rail lines, and warehouses/distribution centers. The setbacks recommended by CARB in its 2005 Air Quality and Land Use Handbook[21] should be treated as a floor rather than a ceiling. The Handbook is based on dated health studies, since more recent studies have found pollution impacts at longer distances.[22] It is inappropriate to dismiss the CARB distances due to the proliferation of cleaner vehicles since 2005.
2. Robust implementation of the San Joaquin Valley Air District's Indirect Source Review Rule. While the RTP references ISR implementation regarding advancing public transit there is no discussion of how the ISR should be applied to warehouses and railyard projects.[23] Rule 9510 explicitly applies to any development of light or heavy industrial spaces above a certain size and "any transportation or transit development project where

[16] Spencer-Hwang R, et al, Association of major California freight railyards with asthma-related pediatric emergency department hospital visits, Preventative Medicine Reports 13 (2019), 76.
[17] Natural Resources Defense Council, Harboring Pollution: Strategies to Clean Up U.S. Ports (Aug. 2004), 15.
[18] US EPA, Near Roadway Air Pollution and Health: FAQs (2014), 3.
[19] US EPA, Environmental Justice Primer for Ports, a Good Neighbor Guide to Building Partnerships and Social Equity with Communities (March 2020) 7.
[20] South Coast Air Quality Management District, Final Socioeconomic Assessment for Proposed Rule 2305 – Warehouse Indirect Source Rule (May 2021), pp at p. 6.
[21] California Air Resources Board, Air Quality and Land Use Handbook: A Community Health Prospective (2005).
[22] For example, pollution from railyards has been shown to travel further than pollution from roads, possibly as a result of the tiny diesel emissions funneling upward and then dispersing further. Spencer-Hwang R, et al, Association of major California freight railyards with asthma-related pediatric emergency department hospital visits, Preventative Medicine Reports 13 (2019) 77; see also Newark Community Impacts of Mobile Source Emissions (Nov. 2020).
[23] Draft 2026 RTP, at 5-155.

construction exhaust emissions equal or exceed two (2.0) tons of NOx or two (2.0) tons of PM10."

3. The RTP should also consider other strategies that would reduce direct exposure from freight pollution.[24]

c. *Over-reliance on Mode Shift*

Comment 19-3

The RTP refers repeatedly to the efficiency of moving cargo by rail rather than by truck, as well as the maintenance savings that would be involved with modal shift. However, the RTP does not adequately describe how more intermodal railyards or inland ports would reduce local truck traffic. Imports arriving from ports on Class I rail lines would likely need to be distributed beyond the inland port or railyard on a truck. Local cargo being exported from Kern would similarly need to be trucked from its origin point to the inland port or railyard. If these intermodal rail facilities are located in or near environmental justice communities (and especially before the Greenpass projects are constructed) what is the precise methodology used to determine that overall truck traffic would decrease if the 2026 RTP is implemented?

While we acknowledge that moving cargo by rail is more efficient and less polluting, we remain concerned that an overall growth in throughput will still increase pollution exposure in our communities. This is consistent with the conclusion that the 2026 RTP will have an unavoidable and significant air quality impact. Without prioritizing the Greenpass projects, implementing buffer zones, and developing strategies for the electrification of **both** rail and trucks,[25] the RTP risks merely subjecting our communities to more toxic pollution on top of what they already are burdened with.

This is consistent with Policy 34, which encourages locating more charging stations in Kern County. The RTP should similarly call for more investments in projects that will advance rail electrification, especially via overhead catenary technology. This would pair well with the efforts to electrify the Alameda Corridor[26] at the San Pedro Bay ports and would position our region to reduce emissions along more of the freight rail route.

For these reasons, **we ask that the RTP: 1) describe in detail the basis on which it relies on mode shift to conclude there will be an overall reduction in truck traffic and 2) explore more practical strategies around the electrification of both rail and trucks.**

d. Local Infrastructure Investments

Comment 19-4

The RTP should also prioritize investments in local road projects in environmental justice communities, including sidewalk and curb projects to benefit pedestrians. This is in alignment

[24] See, CARB Technical Advisory, Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways (April 2017), https://ww2.arb.ca.gov/sites/default/files/2017-10/rd_technical_advisory_final.pdf

[25] Californians for Electric Rail White Paper, CARB has presented a misleading picture of rail vs. truck emissions (August 2025), https://calelectricrail.org/wp-content/uploads/2025/08/CER-critique-CARB-trucks-trains-FINAL-2025.08.19-1.pdf

[26] Californians for Electric Rail, Electrification of the Alameda Corridor and the San Pedro Bay Port Rail Network – Concept Paper (August 2023).

with Policy 4, which calls for enhancing and connecting existing and future bikeways and pedestrian walkways in the Kern region, including in disadvantaged communities.[27]

While there are some references to local infrastructure investments in the RTP, there are no short-term actions related to upkeep and investment in local road infrastructure. The RTP should prioritize actions related to local transportation with "compact districts and corridors that are characterized by high connectivity of streets to not overly concentrate traffic on major streets and to provide more direct routes for pedestrians, good access to transit, and streets that are designed for pedestrians and bicycles, as well as for vehicles."[28]

Complete Streets projects must also be prioritized in disadvantaged neighborhoods. Investments in pedestrian safety and sidewalk connectivity must take precedence over regional through-ways. A local-first approach ensures that the people who power Kern's economy are not marginalized by the infrastructure that supports it.

This also should include infrastructure investments that address safety, flooding, and extreme heat concerns. **We ask that the following strategies be incorporated in the Plan**:

- Infrastructure investments (including sidewalk projects) to improve traffic safety and reduce fatalities. This is especially important because Appendix D indicates that injuries, fatalities, and property damage will increase more in rural environmental justice communities than in the rest of the county if the RTP is implemented.[29]
- Enhanced emergency preparedness per RTP Policies and Recommendations,[30] which should include emergency planning around hydrogen fueling stations, hydrogen transportation and hydrogen storage.
- Flood prevention infrastructure investments related to road projects to prevent road flooding as well as flooding of neighborhoods. This should be done alongside other agencies responsible for the management of the 100-year floodplains across the county.
- Infrastructure investments to mitigate impacts from extreme heat, such as rail buckling of UP and BNSF mainlines.

e. Warehouse Road Fees Comment 19-5

The RTP commits to exploring targeted logistics transportation fees, such as mitigation and mobilities fees.[31] We support this exploration and request that in addition to the options described by the RTP, that Kern COG also evaluate a road fee on warehouses to cover the road damage and construction of Greenpasses and other projects that reduce exposure to pollution. The Recology Blossom Valley Organics pays a road fee as part of its Conditional Use Permit; a similar approach could be taken when permitting warehouse projects. **We ask that the RTP or subsequent Nexus Studies include an evaluation of requiring road fees for any new warehouse as part of a CUP.**

[27] Draft 2026 RTP, at 2-4.
[28] *Id.*, at 5-169.
[29] *Id.*, at Appendix D, D-29.
[30] *Id.*, at 5-142 to 144.
[31] *Id.*, at Policy 24.3.

f. Managed Transition from Fossil Fuels Comment 19-6

It is indisputable that a transition from fossil fuels is required to sustain a livable planet. While that transition will not be complete in the five years covered by the RTP, the Plan must consider the impacts of a managed transition as led in California by the Energy Commission and CARB.[32] **We ask the RTP include a discussion of the implications of a managed transition off fossil fuels**, including but not limited to, for the future of bulk hauling of oil and pipelines.

II. Draft Programmatic Environmental Impact Report

The Legislature enacted CEQA to protect the environment and environmental health of Californians, create and maintain ecological and economic sustainability, and to "take all action necessary to protect, rehabilitate, and enhance the environmental quality of the State."[33] The purpose of an EIR is to identify significant impacts, mitigation measures, and alternatives to projects before approval, in order to serve as an "alarm bell" to the public, impacted communities, and decision-makers of irreversible environmental impacts "before they have reached ecological points of no return."[34] Each public agency must mitigate or avoid the significant effects on the environment of projects that it carries out or approves whenever feasible.[35]

Kern COG has failed to take the "hard look" at the impacts of the Plan as required by CEQA. In the case of its air quality impacts evaluation, the analysis fails to provide sufficient basis of its conclusions.[36] An adequate discussion of adverse environmental and health impacts is necessary to inform an agency's discussion of mitigation measures and alternatives.[37] Furthermore, the proposed air quality mitigation measures are vague and unenforceable or simply fail to mitigate the effects on the environment and health. As a result, the Draft EIR fails as a "document of accountability"[38] for the public and decision-makers, requiring that Kern COG recirculate an updated draft with a

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[32] California Energy Commission, Petroleum Fuels Transition, https://www.energy.ca.gov/programs-and-topics/topics/petroleum-fuels-transition; see also the Draft Transportation Fuels Transition Plan and SB 237 Assessment.
[33] Pub. Res. Code §§ 21000 (a), (b), (d), (g); 21001 (a), (b), (e).
[34] *Id.*, at § 21002.1(a); *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795, 810.
[35] *Id.*, § 21002.1(b).
[36] CEQA mandates that "[a]n EIR should be prepared with a sufficient degree of analysis to provide decisionmakers with information which enables them to make a decision which intelligently takes account of environmental consequences. *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 712, citing CEQA Guidelines, § 15151; see also CEQA Guidelines § 15201 (stating that the "purpose of an environmental impact report is to provide public agencies and the public in general with detailed information about the effect which a proposed project is likely to have on the environment") and *County of Butte v. Department of Water Resources* (2022) 13 Cal.5th 612, 627.
[37] *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 514.
[38] *Id.*, at 512, citing *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 392 ("Because the EIR must be certified or rejected by public officials, it is a document of accountability. If CEQA is scrupulously followed, the public will know the basis on which its responsible officials either approve or reject environmentally significant action, and the public, being duly informed, can respond accordingly to action with which it disagrees.")

complete evaluation of the impacts of the 2026 RTP, as well as additional mitigation measures, pursuant to Public Resources Code § 21092.1.[39]

a. Inadequate Air Quality Analysis Comment 19-7

The San Joaquin Valley Air Basin is in nonattainment for criteria pollutants such as ozone and PM2.5.[40] The Valley is an extreme nonattainment area for the 1997 and 2008 8-Hour Ozone National Ambient Air Quality Standards ("NAAQS"), a serious nonattainment area for the 1997 PM2.5 NAAQS, and a moderate nonattainment area for the 2006 PM2.5 NAAQS.[41] The Air Basin is also in nonattainment status for California Ambient Air Quality standards ("CAAQS") for ozone, PM2.5 and PM10.[42]

Kern County is consistently in the American Lung Association's top-ranking counties for particulate matter and ozone pollution.[43] Despite the Draft EIR's conclusions that there will be significant air quality impacts, the EIR still severely underestimates the amount of those impacts and as a result has not proposed adequate mitigation for those impacts. This is especially concerning given the steep increase in air pollution in communities that have experienced a similar explosion in freight projects like San Bernardino County, which saw a jump in unhealthy air days from 15% to 20% in just one year.[44] Average asthma and cardiovascular disease rates near warehouses are higher than the state average in the South Coast Air Basin.[45] Given the existing air quality problems and nonattainment in this region, any proposed increase in air pollution must be analyzed closely if it will worsen air quality.

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[39] "[R]ecirculation is required, for example, when the new information added to an EIR discloses: (1) a new substantial environmental impact resulting from the project or from a new mitigation measure proposed to be implemented; (2) a substantial increase in the severity of an environmental impact unless mitigation measures are adopted that reduce the impact to a level of insignificance; (3) a feasible project alternative or mitigation measure that clearly would lessen the environmental impacts of the project, but which the project's proponents decline to adopt; or (4) that the draft EIR was so fundamentally and basically inadequate and conclusory in nature that public comment on the draft was in effect meaningless." *Laurel Heights Improvement Assn. v. Regents of University of California* (1993) 6 Cal.4th 1112, 1130, citing CEQA Guidelines § 15162; *Mountain Lion Coalition v. Fish & Game Com.* (1989) 214 Cal.App.3d 1043.

[40] California Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants, Environmental Protection Agency; https://www3.epa.gov/airquality/greenbook/anayo_ca.html

[41] U.S. EPA, Green Book, Current Nonattainment Counties for All Criteria Pollutants, https://www3.epa.gov/airquality/greenbook/ancl.html;

[42] California Air Resources Board, Maps of State and Federal Area Designations, https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations.

[43] American Lung Association, State of the Air, *available at* http://www.stateoftheair.org.

[44] *California warehouse boom comes with health, environmental costs for Inland Empire residents*, CalMatters (Jan. 26, 2023), *available at* https://calmatters.org/commentary/2023/01/inland-empire-california-warehouse-development/.

[45] Ivette Torres, et al., Warehouses, Pollution, and Social Disparities: An analytical view of the logistics industry's impacts on environmental justice communities across Southern California (April 2021), p. 19.

Some of the inadequacies of the air quality analysis include:

- Inadequate discussion around methodology and assumptions through which the EIR found there would be air quality benefits under the RTP 2026 scenario or how air emissions would go down by 2049.[46]
- The heavy reliance in on improved emissions control technology and regulations is not sufficient to explain the conclusion that PM emissions from vehicles in general and near sensitive receptors would decrease.[47] Improvements in technology may reduce emissions overall, but those improvements are speculative, especially in light of the loss of CARB regulations around truck and rail electrification. Furthermore, CEQA requires a consideration of the impacts on sensitive receptors and disproportionately impacted communities. If technology alone were sufficient to protect environmental justice communities, our communities would already be breathing cleaner air and living longer lives.
- Lack of discussion of health impacts. Lead agencies are obligated to provide detailed disclosure of the health effects related to air contaminants generated by the project, including the concentrations at which such pollution would trigger symptoms, such that the public can understand the health consequences of the proposed project.[48] A mere finding of a significant impact does not relieve a lead agency of the responsibility to analyze a project's impact on health.[49] Not only does the Draft EIR omit accurate air pollution levels as a result of the incomplete air quality analysis, but it also fails to provide required health effect disclosures based on the disclosure air pollution. The County should recirculate the Project EIR with a detailed discussion of the full air quality impact on health.
- The Cumulative Impact discussion does not sufficiently analyze the cumulative impacts overall or on environmental justice communities.[50]
- Fails to evaluate the impact of climate change on TACs.[51]
- Fails to evaluate emission from transport refrigeration units (TRUs), despite many proposed warehouses and industrial parks including refrigerated warehouse space. TRUs contribute to off-road mobile sources of diesel PM emissions.

Without further discussion and evaluation on these topics, the Draft EIR is incomplete and prevents an informed decision by decisionmakers in violation of CEQA.

a. Failure to Analyze the Wonderful Inland Port and other Reasonably Foreseeable Projects

Comment 19-8

A Program EIR must analyze reasonably foreseeable future projects to the extent reasonably possible based on the information available at the time. CEQA Guidelines §15145 provides that

[46] Draft 2026 RTP PEIR, at 4-3-38
[47] *Id.*, at 4-3-43 to 44; 45.
[48] *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 519, citing CEQA Guidelines § 15126.2(a).
[49] *Id.*, at 514, citing *Berkeley Keep Jets Over the Bay Com. v. Board of Port Cmrs.* (2001) 91 Cal.App.4th 1344, 1371.
[50] *Id.*, at 4.3-40.
[51] *Id.*, at 4.3-46.

an agency may conclude an impact is too speculative to evaluate only after conducting a thorough investigation and determining that meaningful analysis cannot presently be performed. Likewise, CEQA's tiering provisions permit deferral of project-specific review only where sufficient information is unavailable to conduct meaningful environmental analysis at the program level.

Here, Kern COG has not shown that it conducted the thorough investigation required by CEQA Guidelines §15145 before concluding that project-specific analysis could be deferred. The Draft PEIR does not identify which future freight, industrial, or logistics projects Kern COG determined were sufficiently foreseeable to warrant program-level analysis, nor does it explain why any identified projects were deemed too speculative to evaluate. This omission is particularly significant because Kern COG repeatedly states that this PEIR is intended to serve as the first-tier environmental review for future projects and to facilitate CEQA tiering and streamlining for subsequent project-level environmental review.[52] The PEIR explains that subsequent project-specific environmental review "need not repeat the broad analyses contained in the EIR," encourages implementing agencies to use the PEIR for CEQA streamlining and tiering where appropriate, and states that the mitigation measures are intended to guide future projects seeking to tier from the PEIR. If the CEQA analysis for future local projects will be streamlined based on this PEIR, then the program-level analysis must be correspondingly robust and complete. Given the deficiencies discussed in these comments, the Draft PEIR does not meet that standard.

The California Supreme Court's decision in *Laurel Heights Improvement Assn. v. Regents of Univ. of California* (1988) 47 Cal.3d 376 illustrates this principle. There, the Court held that an agency may not defer environmental review merely because the precise details of future development have not been finalized. Where future development is reasonably foreseeable and sufficient information exists to permit meaningful environmental review, CEQA requires that analysis at the program level. Tiering is permissible only where project-specific details remain sufficiently uncertain that meaningful analysis cannot yet be performed.

The Wonderful Industrial Park expansion, including the Wonderful Inland Port, demonstrates that this is not a situation involving merely conceptual future development. Rather, Kern COG possesses substantial information regarding a specific freight project whose transportation and environmental consequences are reasonably foreseeable. This project is referenced multiple times throughout the RTP.[53] In fact, the RTP states that Kern COG will facilitate the Shafter Rail Terminal and Wonderful Industrial Park by "programming infrastructure to service rail and truck traffic that may be generated by the facility."[54] It also states that Kern COG will explore rail intermodal transfer facilities, including development of BNSF and UP intermodal freight hubs in and near Shafter.[55] Lastly, Kern COG has communicated regularly with the Wonderful Company and the City of Shafter on the inland port project to seek input on the RTP priority project list,

[52] Draft 2026 RTP, at 2-25.
[53] *Id.* at 5-53; 5-146 (citing to a Wonderful study about the financial benefits of an inland port next to their industrial park); 5-152.
[54] *Id.* at 2-17; 5-152.
[55] *Id.* at 2-16.

share grant opportunities, and seek project information to include in RTP modelling.[56] This all demonstrates substantial information upon which to base a project-level evaluation of impacts.

Despite its clear familiarity with the Wonderful Inland Port project, the Draft PEIR nevertheless states that "[t]he 2026 RTP does not have any direct effect on these types of sources, nor is there any available data on possible new stationary sources that would be in operation in 2049. As such, it is difficult to determine what contribution these sources would have to sensitive receptors, and how the 2026 RTP would influence any such contribution."[57] This conclusion is difficult to reconcile with Kern COG's own RTP. Elsewhere, Kern COG specifically identifies the Wonderful Industrial Park expansion, the Shafter Rail Terminal, and future intermodal freight facilities, and discusses programming transportation infrastructure to serve those developments. Having identified these projects for regional transportation planning purposes, Kern COG cannot simultaneously assert that no available information exists regarding foreseeable future stationary sources or their associated impacts while describing these specific projects as major pillars of the RTP. Moreover, the Plan acknowledges that the Greenpasses will incentivize industrial buildout along those routes,[58] including the Cherry/Merced Expressway portion of the Shafter Greenpass.

The Wonderful Inland Port project in Shafter is not only reasonably foreseeable, but Phase II is currently underway. In March 2026, the City of Shafter signed a 50-year rail lease with the Wonderful Company that will permit its construction and operation of intermodal rail facilities.[59] While the Wonderful Logistics Park plans to operate the site as part of its container depot in the short-term, future phases will involve the construction of a "major inland rail terminal," which is "fully funded and fully entitled."[60] Given Kern COG's familiarity with the project and the amount of information available from which to evaluate impacts, failure to analyze the project impacts on health and the environment and identify meaningful mitigation measures and feasible alternatives would be a violation of CEQA. Kern COG should also conduct a thorough investigation of any other project-specific evaluations that may be required by CEQA.

b. Discussion of Rail Impacts on Air Quality Comment 19-9

While there is some speculation in the RTP, the nature of the document requires that it be a pragmatic planning document grounded in the fiscal reality and consistent with state air quality implementation plans and relevant general plans. As a result, the projects identified as priority within the RTP must be subject to a thorough investigation of whether the projects' impacts are reasonably foreseeable under CEQA, as discussed in further detail above.

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[56] Email Correspondence between Kern COG and City of Shafter staff regarding CalSTA grant program (July 13, 2022); Email Correspondence from Kern COG and City of Shafter and Wonderful Company staff regarding including of the "Cherry Bypass" project to the RTP (September 20, 2023); Email Correspondence between Kern COG staff and consultants and City of Shafter and Wonderful Company staff regarding an inland port GIS file (January 5, 2026).
[57] Draft 2026 RTP PEIR, at 4.3-46
[58] See, e.g., Draft 2026 RTP, at 2-19 (Policy 27.9).
[59] Ground Lease (Rail Operation) between the City of Shafter and Wonderful Industrial Park Logistics LLC, executed following a March 3, 2026 City Council vote.
[60] See The Future of Logistics in Shafter, CA presentation from Wonderful Logistics Center to Shafter City Council on December 2024, describing the project as "Fully Funded and Fully Entitled."

Even where future implementation details remain uncertain, an agency cannot use tiering to defer analysis of impacts that are inherent in the project it is approving. In a Supreme Court case, the court found that an EIR for a master-planned community had to analyze the reasonably foreseeable environmental impacts of supplying water to the completed development, even though future water sources were not yet finalized.[61] CEQA requires agencies to analyze foreseeable impacts to the extent reasonably possible, even where some implementation details remain uncertain. Such is the case here, where the RTP contemplates an enormous build out of freight that is not completely finalized but where foreseeable impacts can be studied.

Such is especially the case for the impacts of an expansion of freight rail in Kern. The PEIR states that "rail traffic would increase under the 2026 RTP, which would expose more sensitive receptors to [toxic air contaminant] emissions. Without specific information on individual sources and locations, no further analysis of stationary TAC sources is possible."[62] As discussed above, this is the not the standard set by CEQA for whether impacts should be evaluated. Moreover, even assuming this is the standard, there are specific sources and locations references several times in the RTP, such as the Wonderful Inland Port, a facility along the UP line near the GAF Materials Corporation,[63] and "other major intermodal rail hubs include[ing] the Delano UP Cold Connect food train service (temporarily closed in part due to competition from low trucking fuel costs); Bolthouse and Grimmway packing facilities in southeast Bakersfield; and numerous bulk shippers including expanding oil and gas refining operations that receive oil shipments from the Mid-West and send refined products as far away as New England."[64]

The RTP should conduct a thorough evaluation of any project-level evaluation (as discussed above), but it should also conduct a programmatic evaluation of the impacts from such an expansion of intermodal rail facilities and increased throughput via rail. Given the level of information available in the RTP, it is possible (and required by CEQA) for the PEIR to include analysis on the impacts of increased freight rail, including an evaluation of mitigation measures and alternatives.

As discussed above, this analysis must include a robust and transparent discussion of the potential benefits of mode shift, including but not limited to a substantiated estimate how much truck traffic will realistically be shifted to rail versus how much will be induced to continue to move by truck on local routes. The RTP should also include a discussion of the safety impacts from increased rail due to the lack of grade separations in many communities, including Shafter, Delano, Lamont, and others. Failure to adequately evaluate the impacts of increased freight rail envisioned by the RTP is a violation of CEQA.

c. Evaluation of Greenpass Projects Comment 19-10

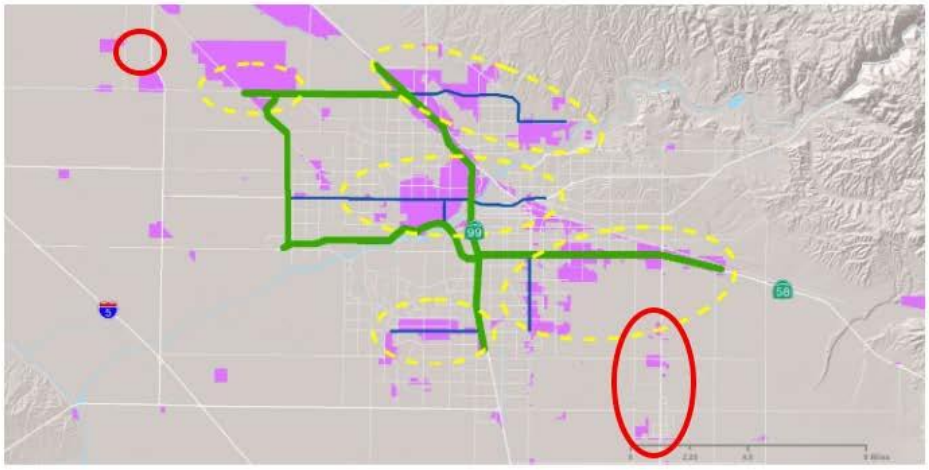
While we support the Greenpass Projects in Shafter, Arvin, Lamont and Delano, we recognize that even good projects benefit from appropriate CEQA analysis to identify any unintended consequences and mitigation measures or alternatives that will better safeguard health and the

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[61] *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412.
[62] Draft 2026 RTP PEIR, at p. 3.0-11, 4.3-46
[63] Draft 2026 RTP, at 5-53
[64] *Id.*, at 5-55.

environment. Kern COG in Figure 5-31 shows the current and future truck routes and acknowledges that "land use along these corridors should be tolerant of existing and growing future truck traffic."[65] While the majority of the Greenpass routes avoid environmental justice communities, due to the decades of environmental injustices and historical redlining there are environmental justice communities located in close proximity to industrial facilities that attract truck traffic, such as the Kern Energy refinery. Figure 5-39 highlights the industrial areas adjacent to arterials and connectors that would carry the truck traffic generated by those areas. However, there are rural environmental justice communities adjacent to industrial facilities outside of those "industrial zones" (see approximate areas in red circles below) – the Draft PEIR does not analyze the potential impacts from truck traffic on these communities ahead of the Greenpasses being constructed and even after they are in place. This regional and cumulative analysis is necessary for the PEIR to be an adequate informational document under CEQA. Analysis of the impacts for communities and the environment along truck and rail routes will *inform* land use decisions (which is consistent with CEQA) rather than merely prevent sensitive receptors from infringing on freight land uses.

Figure 5-39: Secondary Goods Movement Facilities Connecting Industrial areas Bakersfield



d. Mitigation measures

Comment 19-11

A lead agency must describe and adopt all feasible and enforceable mitigation measures to minimize the significant environmental impacts from a project through an open process.[66] The Draft PEIR must discuss all available measures that could mitigate an impact and describe the basis for selecting the appropriate measures.[67] Mitigation measures proposed by interested

[65] Draft 2026 RTP, at 5-166 to 167.
[66] Pub. Res. Code § 21002; CEQA Guidelines § 15126.4(a)(1); *Communities for a Better Environment v. City of Richmond* (2010) 184 Cal.App.4th 70, 93.
[67] CEQA Guidelines, § 15126.4(a)(1)(B).

agencies and the public should be considered.[68] Kern COG's Board cannot approve this RTP if there are "feasible mitigation measures available which would substantially lessen the significant environmental effects" of the Plan available that address unmitigated impacts of the Project.[69]

The mitigation measures discussed by the Draft RTP and its accompanying Draft PEIR would not provide sufficient protections to communities along key routes that will see heavy truck traffic increases due to freight expansions, such as State Routes 223, 184, 43, and the 99.[70] The provision of air filters to sensitive receptors within 500 feet of a highway is worthwhile, but that must be a starting point for mitigation rather than a primary way environmental justice communities along freight routes are protected from pollution.

Mitigation measures related to vehicle and locomotive electrification must be evaluated and included in the PEIR and RTP through policies and actions where feasible. The RTP and PEIR relies on clean vehicle technology for its air quality analysis and air conformity, and yet there are few and indirect references to mitigation measures related to the electrification of vehicles, equipment, or locomotives of rail.

Lastly, as discussed above, setbacks and buffer zones from highways, warehouses, and rail must be incorporated as mitigation measures.

Comment 19-12

III. Conformity Analysis

We are concerned that the air conformity analysis for the RTP does not adequately capture all truck emissions and therefore incorrectly determines that the RTP will conform to the SIP. The projected truck traffic volumes are fundamentally inconsistent with the industrial growth data and economic indicators detailed in the KARGO studies. Specifically, current modeling appears to underestimate the trajectory of heavy-duty vehicle activity, which may compromise the validity of the region's air quality mitigation strategies and its compliance with federal standards.

The validity of any air quality conformity analysis rests on the accuracy of its underlying traffic models. If the base assumptions for truck trip generation are flawed, the resulting emissions projections are inherently invalid. The RTP documents an expansion in freight projects in Kern County that outpaces traditional employment and traffic models. Using any default traffic modeling will fail to capture the full extent truck traffic may increase due to the following factors:

- Traditional models often rely on linear growth. The surge in new freight infrastructure and facilities indicates a shift toward a more freight-intensive economy that would exceed standard baseline assumptions.

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[68] *Communities for a Better Environment v. City of Richmond* (2010) 184 Cal.App.4th 70, 93 ("Fundamentally, the development of mitigation measures, as envisioned by CEQA, is not meant to be a bilateral negotiation between a project proponent and the lead agency after project approval, but rather, an open process that also involves other interested agencies and the public.").

[69] Pub. Res. Code § 21002; see also, CEQA Guidelines § 15002(a)(3) (agencies must prevent avoidable damage "whenever it finds measures to be feasible").

[70] Draft 2026 RTP PEIR, at p. 2.0-14 to 17.

- The footprint and nature of the warehouse and distribution center projects operating and proposed in Kern County will require constant ingress and egress and will generate significantly higher daily trip counts than what is in default models.

Given the lack of transparency around how the RTP and PEIR determined that mode shift from truck to rail will improve air quality and the role of cleaner vehicles (without any concrete local or regional policies to incentivize electrification), it is not clear to us that the underlying traffic modelling is based on correct assumptions.

Moreover, the construction of inland ports and intermodal development will create localized "hot spots" that the air conformity analysis must specifically address to protect disadvantaged communities.

Conclusion

Kern County must not become a corridor for commerce and corporate profit at the cost of its own people. We urge Kern COG to adopt these recommendations to ensure all Kern County communities are secured a future that is both prosperous and healthy. We look forward to continued engagement on these topics.

Sincerely,

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Center on Race, Poverty & the Environment

Estela Escoto
Committee for a Better Arvin

Anabel Marquez
Committee for a Better Shafter

Diana Mireles
Comité Progreso de Lamont

Dora Hernandez-Jara
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Cc:

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Comment 19-12 from Center on Race, Poverty & the Environment: **a)** commenter raised concern on the adequacy of the analysis to capture increased truck volumes and sought clarification on the underlying model assumptions; and **b)** commenter asserted the need to address localized "hot spots" in conformity document for the 2026 RTP.

Response 19-12a

As discussed in RTP Appendix H Response to Comments 19-3 and Letter 4 in EIR: 2.0 Comments and Responses 4-2 to 4-8, truck traffic volumes as a percentage of total vehicle volumes are set by CARB as an assumption in their required emissions model, EMFAC21. KCOG does not have the ability to modify vehicle class distributions in EMFAC for conformity analysis. Truck travel assumptions by CARB show truck volumes significantly increasing in a non-linear fashion by the horizon year of the plan. Specifically, EMFAC heavy-duty truck travel fraction increased from 13% to 23% in Kern when compared to the previous plan.

The travel demand model is calibrated to Kern County-specific conditions and does not rely solely on default trip-generation rates. The model's socioeconomic data include a specific employment category for industrial employment, with calibrated trip-generation rates applied to that employment category. This approach allows the model to more accurately capture the trip-generating characteristics of warehouse and distribution center activity, including the daily vehicle trips associated with these uses, within the regional travel demand model. See pg.12 - pg.16 of MIP 4 Model Updates at www.kerncog.org/model-documentation/

Response 19-12b

The transportation conformity analysis for a RTP is a regional analysis that evaluates emissions from the overall transportation system against applicable SIP requirements and emissions budgets. Federal conformity requirements include a project-level hot-spot analysis process for federally funded

transportation projects in nonattainment areas like the San Joaquin Valley which is separate from a regional conformity analysis. The process is intended to evaluate localized air-quality impacts at or near federal funded transportation projects and in proximity to sensitive receptors. This is addressed in the project-specific environmental document for each project determined to be of air quality concerns through interagency consultation. Because a RTP is a regional planning document rather than a single transportation project, project-level hot-spot analysis is not required to be performed as part of RTP regional conformity. However, the EIR for this RTP did perform an analysis on the number of sensitive receptors in proximity to high volume routes as discussed in Response 4-2 for Letter 4 in EIR: 2.0 Comments and Responses.