

2024 RTIP PROJECT FACT SHEET

Kern County, California - Centennial Corridor Freeway Connector through Bakersfield on State Routes 58 & 99

Goals and Objectives: The Centennial Corridor SB 99 to WB 58 is listed in the Caltrans Interregional Transportation System Plan (ITSP) and is identified as interregional strategic corridor. This corridor has national, state and regional significance. The project improves capacity and safety for passenger vehicles and trucks. The project also reduces negative transportation impacts in disadvantaged communities. The RTIP proposes \$29.02 million for the project. Kern COG, City of Bakersfield, and Caltrans will seek funding opportunities to ensure completion of the project. The total project cost is \$78.3 million.

Project Partners: Kern COG, Caltrans, City of Bakersfield

Project Location: City of Bakersfield

- **Project Readiness:** The design phase and rights-of-way (ROW) phases are required. The anticipated completion of the design and ROW phase is at the end of 2026.
- **Timeline:** Construction will be completed by the end of 2029.
- **Project Description and Scope:** This project provides a new freeway to freeway movement by way of a new direct connector from Route 99 southbound traffic to a new westbound segment of Route 58.
- **Project Need and Benefits:** The Project completes the interchange, connecting the busiest north-south truck route on the West Coast (Route 99) with the busiest east-west truck route, and only year-round, all-weather route over the Sierra Nevada (Route 58).
- **Equity Benefits:** The Project reduces impacts of goods movement on the historically disadvantaged communities of Central Bakersfield by improving a nationally significant interchange under construction at Routes 58 and 99, both of which are designated on the National Highway Freight Network as Primary Highway Freight System (PHFS) routes, and the U.S. Department of Defense Strategic Highway Network (STRAHNET), a new Federal Highways Administration planning emphasis area.
- **The interchange provides a local hub to over 50 distribution, processing and manufacturing facilities located in the southern San Joaquin Valley.** When complete, truck drivers may elect to travel 3 miles south to use this ramp to access SR 58, rather than travelling through stop-and-go traffic on Rosedale Highway.
- **GHG Benefits:** The project will separate trucks from local travelers to businesses along Rosedale Highway increasing safety and achieving reductions of 95 tons of carbon monoxide, 20 tons of criteria air pollution emissions and 27,267 tons of greenhouse gas emissions over the 20-year project life.
- **Economic Benefits:** This trade corridor interchange serves Kern County travel and through-traffic. The Kern County Economic Development Corporation reports that Kern County has impressive national rankings: 2021 #1 Ag-Producing County, #3 Economic Diversity, #4 STEM jobs with a gross 2020 GDP of \$48.7 billion.

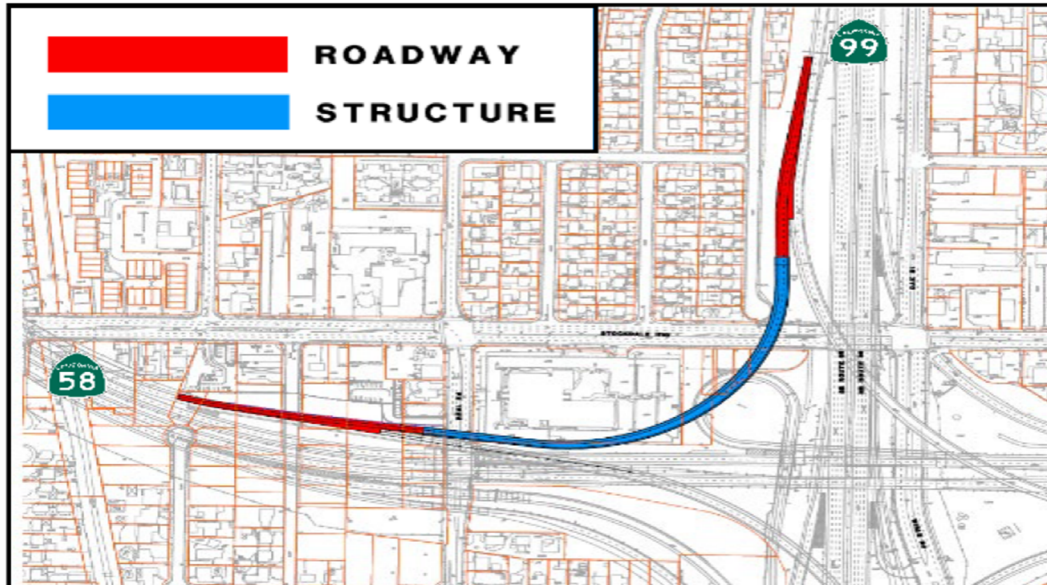
Additionally, Kern County is home to more than 400 manufacturers, and as the Energy Capital of California, 70% of oil production and 60% of solar production is generated here. Kern is home to the largest wind farm in the U.S. and the second largest solar farm in the U.S. The Mojave Air and Space Port is the first commercial space port and the first space shuttle landing occurred in east Kern County.

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Project Location Maps:

Draft 2022 Caltrans Interregional Transportation System Plan (ITSP) Addendum *Strategic Interregional Corridors*

1. United States/Mexico Border Region - Inland Empire Connections Corridor
2. South Coast - Central Coast Corridor
3. Central Coast - San Jose/San Francisco Bay Area Corridor
4. San Jose/San Francisco Bay Area - North Coast Corridor
5. San Jose/San Francisco Bay Area - Central Valley - Los Angeles Corridor
6. Sacramento Valley - Oregon Border Corridor
7. High Desert - Eastern Sierra - Northern Nevada Corridor
8. Southern California - Southern Nevada/Arizona Corridor
9. Central Coast - San Joaquin Valley East-West Connections Corridor
10. San Jose/San Francisco Bay Area - Sacramento - Northern Nevada Corridor
11. North Coast - Northern Nevada Connections Corridor





2024 Regional Transportation Improvement Program (RTIP) Fact Sheet

Lone Pine Town Streets Rehabilitation

Executive Summary

Inyo County, Kern COG along with Mono County have been engaged in an MOU for two decades to jointly leverage RTIP funding for much needed improvements along the SR 14 and US 395 corridor. In 2016, Inyo County advanced a significant portion of its STIP shares to the Kern COG Freeman Gulch Phase I construction project. The Tri-County MOU outlines a process by which an MOU partner can be reimbursed via the RTIP/STIP should the MOU expire or be terminated. The Tri-County MOU expired in the 2022 STIP cycle. Inyo is requesting Kern Cog program the construction phase of Inyo County's Lone Pine Town Streets Rehabilitation Project as a repayment option.

Benefits

The Lone Pine Town Streets Rehabilitation Project improves access for public transit, pedestrians, and bicycles. Benefits of this project are complete streets, safety, town integration, alternative transportation, and mode split. All existing pedestrian facilities will be upgraded to ADA standards.

Goals and Objectives

The Inyo County Regional Transportation Plan (RTP) prioritizes safety, equity, accessibility & mobility and the environment among its primary goals for the planning period. The Lone Pine Town Streets RTIP project encourages multi modal use by improving walking and bicycling infrastructure to meet ADA standards, increasing mobility, and improving equity within the community. The RTP and the Lone Pine project are consistent with regional plans, including the 2023 Inyo County Active Transportation Plan, the 2023 Inyo County Regional Transportation Plan, and the Inyo County General Plan. The Lone Pine Town Street project will make walking and bicycling safer and more accessible, will increase the walk/bike mode split and decrease vehicle emissions.

The State of California continues to set ambitious targets for the reduction of GHG emissions through AB 32 (2006) and SB 32 (2016). Even though Inyo County is not required by SB 375 (2008) to address regional GHG targets in the RTP and prepare sustainable community strategies, the Lone Pine Town Streets RTIP project aligns with CAPTI in that it will address much needed improvements to bicycle and pedestrian facilities that will encourage residents and visitors to use alternatives to private vehicles for transportation, thereby helping to reduce GHG emissions.

 ROADWAY REHABILITATION
AREA

PER REQUIRED PLANS 0 1 2 3

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7	7000

Project Engineer	NBC
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MBC 11-3-15	WPD	11-3-15

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WED	11-23-12

Brooklyn Museum

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