



December 24, 2014

TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

SUBJECT: MEETING CANCELLATION NOTICE

The meeting of the Transportation Technical Advisory Committee scheduled for Wednesday December 31, 2014 has been cancelled. The next meeting will be held on Wednesday, February 4, 2015. Agenda material will be mailed approximately one week prior to that date.

Thank you.

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

ADDENDUM TO AGENDA

FEBRUARY 4, 2015

**IX. B. ONE WEEK TO PROGRAM RESIDUAL TRANSIT 1B BOND FUNDS
(PTMISEA) FROM REST OF THE STATE (Snoddy)**

Comment: Caltrans contacted Kern COG on Friday, January 30, 2015, that approximately \$180,557 in statewide residual funds were available to the Kern region as part of a pro-rata statewide distribution. An allocation request form with a project list from Kern COG is due to Caltrans Friday, February 6, 2015.

Action: Recommend Option to Secure Funding.



February 4, 2015

TO: TTAC Members; Transit Providers; Agency Management
FROM: Ahron Hakimi, Executive Director
By: Robert M. Snoddy, Regional Planner
SUBJECT: TTAC ADDENDUM ITEM: IX. B.
ONE WEEK TO PROGRAM RESIDUAL TRANSIT 1B BOND FUNDS (PTMISEA) FROM
REST OF THE STATE

DESCRIPTION:

Caltrans contacted Kern COG on Friday, January 30, 2015, that approximately \$180,557 in statewide residual funds were available to the Kern region as part of a pro-rata statewide distribution. An allocation request form with a project list from Kern COG is due to Caltrans Friday, February 6, 2015.

DISCUSSION:

Caltrans has advised that Kern COG will receive an additional FY 2014/15 budget of \$180,557 from the Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). A project of project list for this funding must be sent to Caltrans by Friday, February 6, 2015. Because of the timeframe notice, Kern COG is presenting several options for use of this funding.

Options:

- 1) **Caltrans Park & Ride at SR 178 and Fairfax** – This site would benefit both GET and Kern Transit service. The City of Bakersfield would consider leveraging additional local funds and/or transferring anticipated savings from the Station Parking expansion PTMISEA project. This project was presented in the November call for PTMISEA projects as being available to fund, if an agency was not able to deliver their project.
- 2) **Mojave Transit Station** – This facility received partial funding in the 1st Cycle Active Transportation Program (ATP). The funding would offset local funds on this project.
- 3) **Golden Empire Transit District Project** – Possibly supplement their existing PTMISA Passive Solar project, purchase busses or other eligible option.
- 4) **Pro-rata Distribution** - Divide the proceeds on a pro-rata share basis to all eligible agencies. See attached apportionment schedule. Under this option all agencies would have to submit a project with appropriate documentation before Friday, February 6, 2015. **Due to the short time frame this option may not be viable to ensure full programing of the funding.**
- 5) **Special Ranking Meeting** - Consistent with adopted Kern COG PTMISEA Policy hold a special TTAC meeting and propose and rank projects from each jurisdiction. **Due to the short time frame this option may not be viable.**
- 6) **Other options** – Split funding between some of the options above. Use to leverage additional funding. Other ideas?

To apply for these funds, each eligible recipient **must do the following:**

- (1) Ensure that your PTMISEA certifications and assurances are up-to-date and filed with Caltrans;
- (2) Ensure that your outstanding PTMISEA projects have up-to-date semiannual reports;

(3) Fill-out a PTMISEA allocation request form (see attached for the project that includes detailed project information with necessary signatures); and

(4) **Submit the project allocation request with complete SIGNED application to Kern COG and Caltrans before Friday, February 6, 2015.** If you do not have a PTMISEA capital project, please alert Kern COG staff immediately.

Each submitted project will be entered on the Kern COG FY 2014/15 PTMISEA Program Expenditure Plan Worksheet and adopted by our Board at the February Board meeting. The Kern COG adopted PTMISEA Worksheet will be forwarded to Caltrans for processing by the February 20, 2014 deadline. The actual funds for these projects will be sent to the eligible applicant once future bonds are sold so allow at least two years for the funding to be received.

Eligible PTMISEA Projects:

Eligible projects are **transit capital projects** (including a minimum operable segment of a project) for purposes of one of the following:

- Rehabilitation, safety, or modernization improvements.
- Capital service enhancement or expansions.
- New capital projects.
- Bus rapid transit improvements.
- Rolling stock procurement, rehabilitation, expansion or replacement.

Additionally, Caltrans has agreed to sponsor a park-and-ride lot to be constructed near SR-178 that will be walking distance to a GET bus stop. This project is estimated to cost \$500,000 to construct. Once constructed, Caltrans will take over the future maintenance and operation of the lot. If your agency does not have a capital project or would like to donate a portion of your regional allocation to the project, please let Kern COG staff know immediately. This project may reduce single-occupancy vehicle use in the region and therefore, contribute toward our countywide efforts to reduce greenhouse gas emissions and benefit all Kern County residents.

Please feel free to call or E-mail Bob Snoddy, Regional Planner if you have any questions or require additional information.

Action: Recommend Option To Secure Funding



BETTY T. YEE
California State Controller
Division of Accounting and Reporting

January 28, 2015

COUNTY AUDITORS
TRANSPORTATION PLANNING AGENCIES
COUNTY TRANSPORTATION COMMISSIONS
SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Re: Public Transportation Modernization, Improvement and Service Enhancement Account

Pursuant to Government Code section 8879.55, the State Controller's Office (SCO) is required to provide a schedule of eligible entities and to calculate the amount of funds each is available to receive from the Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) upon appropriation of the Legislature. Attached is a schedule that provides the estimated amounts available from the remaining 2008-09 and 2009-10 fiscal year appropriations.

Government Code section 8879.55 requires that funds made available, upon appropriation of the Legislature, from the PTMISEA be allocated to agencies and transit operators eligible to receive State Transit Assistance funds pursuant to sections 99313 and 99314 of the Public Utility Code. The SCO is providing detailed schedules of the Government Code section 8879.55(a)(3) eligible amounts for the entities eligible pursuant to Public Utility Code section 99314. Since the detail for Public Utility Code section 99313 allocations is not reported to the Controller's Office, the SCO is only able to provide eligible amounts for each county for Government Code section 8879.55(a)(2). From the Government Code section 8879.55(a)(2) eligible amount listed, the county transportation commissions will be responsible for calculating eligible amounts for each project sponsor under their authority.

The amount of funds for Government Code section 8879.55 approved by the Governor in the State Budget is \$17,400,000. All estimated amounts will be reduced due to interest on a Pooled Money Investment Account Loan and State administrative charges. These amounts are unknown at this time. The SCO will make allocations after receiving, on a biannual basis, a list of approved project sponsors eligible to receive an allocation from the account determined by the Department of Transportation (DOT) pursuant to Government Code section 8879.55(d). For further information on the amounts determined by the DOT, please refer to the PTMISEA expenditure plan of the remaining funds available at <http://www.dot.ca.gov/hq/MassTrans/Proposition-1B.html> or contact Wendy King at (916) 651-8239.

STATE CONTROLLER'S OFFICE
PUBLIC TRANSPORTATION MODERNIZATION, IMPROVEMENT, AND SERVICE ENHANCEMENT ACCOUNT
GOVERNMENT CODE 8879.55 ELIGIBLE ALLOCATION -Remaining 2008-2009 and 2009-2010 funds

<u>Regional Entity</u>	<u>GC 8879.55(a)(2) Eligible Allocation</u>	<u>GC 8879.55(a)(3) Eligible Allocation</u>	<u>Remaining 2008-2009/2009-2010 Eligible Allocations*</u>
TRPA	\$ 20,575	\$ 1,300	\$ 21,875
MTC	1,672,286	4,509,063	6,181,349
SACOG	405,669	220,373	626,042
Alpine	294	0	294
Amador	8,909	701	9,610
Butte	50,833	1,941	52,774
Calaveras	10,642	0	10,642
Colusa	4,989	412	5,401
Del Norte	6,828	0	6,828
El Dorado	33,149	3,059	36,208
Fresno	209,804	28,559	238,363
Glenn	6,694	0	6,694
Humboldt	31,056	4,988	36,044
Imperial	38,668	0	38,668
Inyo	4,361	0	4,361
Kern	180,557	15,539	196,096
Kings	34,430	6,946	41,376
Lake	15,018	837	15,855
Lassen	8,326	419	8,745
Los Angeles	2,406,226	2,904,164	5,310,390
Madera	33,543	0	33,543
Mariposa	4,259	48	4,307
Mendocino	21,227	2,115	23,342
Merced	57,306	2,518	59,824
Modoc	2,303	0	2,303
Mono	3,196	919	4,115
Monterey	99,903	16,855	116,758
Nevada	23,377	1,305	24,682
Orange	720,695	300,272	1,020,967
Placer	60,582	6,044	66,626
Plumas	5,026	0	5,026
Riverside	450,608	67,054	517,662
San Benito	13,546	0	13,546
San Bernardino	463,354	89,898	553,252
SANDAG	178,881	70,662	249,543
San Diego MTS	540,674	265,365	806,039
San Joaquin	155,406	38,015	193,421
San Luis Obispo	61,680	10,093	71,773
Santa Barbara	98,913	26,696	125,609
Santa Cruz	61,578	66,169	127,747
Shasta	42,376	2,156	44,532
Sierra	827	0	827
Siskiyou	10,806	485	11,291
Stanislaus	119,894	8,530	128,424
Tehama	14,322	0	14,322
Trinity	3,270	67	3,337
Tulare	97,744	4,453	102,197
Tuolumne	13,679	0	13,679
Ventura	191,711	21,980	213,691
State Totals	<u>\$ 8,700,000</u>	<u>\$ 8,700,000</u>	<u>\$ 17,400,000</u>

*All amounts will be reduced for administrative costs and loan interest until the loan is repaid

STATE CONTROLLER'S OFFICE

PUBLIC TRANSPORTATION MODERNIZATION, IMPROVEMENT, AND SERVICE ENHANCEMENT ACCOUNT
 GOVERNMENT CODE 8879.55(a)(3) ELIGIBLE ALLOCATION DETAIL - Remaining 2008-2009 and 2009-2010 funds

<u>Regional Entity and Operator(s)</u>	<u>GC 8879.55(a)(3) Eligible Allocation</u>
SACOG	
City of Davis	5,885
City of Elk Grove	1,891
City of Folsom	635
Sacramento Regional Transit System	204,887
Yolo County Transit Authority	4,764
Yuba Sutter Transit Authority	2,311
Regional Entity Totals	<u>220,373</u>
Alpine	None
Amador	
Amador Regional Transit System	701
Butte	
Butte County Association of Governments	1,941
Calaveras	None
Colusa	
County of Colusa	412
Del Norte	None
El Dorado	
El Dorado County Transit Authority	3,059
Fresno	
City of Clovis	265
City of Fresno	27,042
Fresno County Rural Transit Agency	1,252
Regional Entity Totals	<u>28,559</u>
	(Continued)

STATE CONTROLLER'S OFFICE

**PUBLIC TRANSPORTATION MODERNIZATION, IMPROVEMENT, AND SERVICE ENHANCEMENT ACCOUNT
GOVERNMENT CODE 8879.55(a)(3) ELIGIBLE ALLOCATION DETAIL - Remaining 2008-2009 and 2009-2010 funds**

<u>Regional Entity and Operator(s)</u>	<u>GC 8879.55(a)(3) Eligible Allocation</u>
Lassen	
County of Lassen	419
Los Angeles	
Antelope Valley Transit Authority	27,778
City of Arcadia	2,917
City of Claremont	891
City of Commerce	6,189
City of Culver City	19,166
Foothill Transit Zone	94,886
City of Gardena	22,252
City of La Mirada	2,350
Long Beach Public Transportation Company	107,622
Los Angeles County Metropolitan Transportation Authority	2,263,655
City of Montebello	43,992
City of Norwalk	20,772
City of Redondo Beach	2,649
City of Santa Monica	77,456
Southern California Regional Rail Authority	
Los Angeles County Metropolitan Transportation Authority	178,103
Orange County Transportation Authority	**
Riverside County Transportation Commission	**
San Bernardino Associated Governments	**
Ventura County Transportation Commission	**
City of Torrance	33,486
Regional Entity Totals	<u>2,904,164</u>
Madera	None
Mariposa	
County of Mariposa	48
Mendocino	
Mendocino Transit Authority	2,115
Merced	
Transit Joint Powers Authority of Merced County	1,561
Transit Joint Powers Authority of Merced County - Specialized Service	957
Regional Entity Totals	2,518
Modoc	None
	(Continued)

** The amounts allocated to the member agencies of Southern California Regional Rail Authority are paid by their corresponding regional transportation authority.

STATE CONTROLLER'S OFFICE

PUBLIC TRANSPORTATION MODERNIZATION, IMPROVEMENT, AND SERVICE ENHANCEMENT ACCOUNT
 GOVERNMENT CODE 8879.55(a)(3) ELIGIBLE ALLOCATION DETAIL - Remaining 2008-2009 and 2009-2010 funds

<u>Regional Entity and Operator(s)</u>	<u>GC 8879.55(a)(3) Eligible Allocation</u>
San Bernardino	
Morongo Basin Transit Authority	1,418
Mountain Area Regional Transit Authority	953
Omnitrans	37,284
San Bernardino Associated Governments - Corresponding to Southern California Regional Rail Authority	44,822
Victor Valley Transit Service Authority	5,421
Regional Entity Totals	<u>89,898</u>
SANDAG	
North San Diego County Transit District	70,662
San Diego MTS	265,365
San Joaquin	
Altamont Commuter Express Authority	
Alameda County Congestion Management Agency	***
Santa Clara Valley Transportation Authority	***
San Joaquin Regional Rail Commission	5,354
City of Lodi	1,082
City of Ripon	3
San Joaquin Regional Transit District	31,576
Regional Entity Totals	<u>38,015</u>
San Luis Obispo	
City of Atascadero	163
City of Morro Bay	123
City of Paso Robles Transit	370
City of San Luis Obispo	1,323
San Luis Obispo Regional Transit Authority	7,102
South County Area Transit	1,012
Regional Entity Totals	<u>10,093</u>

(Continued)

*** The amounts allocated to the member agencies of Altamont Commuter Express Authority are paid by their corresponding regional transportation authority.

STATE CONTROLLER'S OFFICE

PUBLIC TRANSPORTATION MODERNIZATION, IMPROVEMENT, AND SERVICE ENHANCEMENT ACCOUNT
GOVERNMENT CODE 8879.55(a)(3) ELIGIBLE ALLOCATION DETAIL - Remaining 2008-2009 and 2009-2010 funds

<u>Regional Entity and Operator(s)</u>	<u>GC 8879.55(a)(3) Eligible Allocation</u>
Tuolumne	None
Ventura	
Gold Coast Transit	7,799
Ventura County Transportation Commission - Corresponding to Southern California Regional Rail Authority	14,181
Regional Entity Totals	<u>21,980</u>
STATE TOTALS	<u>\$ 8,700,000</u>

**Public Transportation Modernization, Improvement and
Service Enhancement Program (PTMISEA)
PROJECT DESCRIPTION AND ALLOCATION REQUEST**

	Regional Entity:
Project Lead*:	County:
Project Title:	

I certify the scope, cost, schedule, and benefits as identified in the attached Project Description and Allocation Request (Request) and attachments are true and accurate and demonstrate a fully funded operable project. I understand the Request is subject to any additional restrictions, limitations or conditions that may be enacted by the State Legislature, including the State's budgetary process, which may effect the amount of bond proceeds received by the project sponsor now and in the future. Project sponsors may need to consider alternative funding sources if bond proceeds are not available. In the event the project cannot be completed as originally scoped, scheduled and estimated, or the project is terminated prior to completion, project sponsor shall, at its own expense, ensure that the project is in a safe and operable condition for the public. I understand this project will be monitored by the California Department of Transportation -- Division of Mass Transportation.

Name: _____

Signature: _____

Title: _____

Agency: _____

Date: _____

*If this project includes funding from more than one project sponsor, the project sponsor above becomes the "recipient agency" and the additional contributing project sponsor(s) must also sign and state the amount and type of PTMISEA funds (GC Section 8879.55(a)(2) and/or Section 8879.55(a)(3)) contribution. Sign below or **attach a separate officially signed letter providing that information.**

Name: _____

Signature: _____

Title: _____

Agency: _____

Date: _____ **Amount:** _____

PTMISEA PROJECT DESCRIPTION AND ALLOCATION REQUEST

	9/10	10/11	14/15	RESIDUAL
Request Amount per GC 8879.55(a)(2)/PUC 99313:	\$0	\$0	\$0	\$0
Request Amount per GC 8879.55(a)(3)/PUC 99314:	\$0	\$0	\$0	\$0
Total Project Allocation Request:	\$0	\$0	\$0	\$0
Project Title:	_____			
Project Location/Address:	_____			

Table 1: Project Lead/Recipient Agency Information

Project Lead/ Recipient Agency: _____ Contact: _____ Contact Phone #: _____ Email Address: _____ Address: _____	Legislative District Numbers Assembly: _____ Senate: _____ Congressional: _____ Amount: _____ Fund Type: _____
	\$ _____ \$ _____

Table 2: Contributing PTMISEA-Eligible Project Sponsor Information

PTMISEA Contributors: _____ Contact: _____ Contact Phone #: _____ Email Address: _____ Address: _____	Amount : _____ \$ _____ \$ _____	Fund Type: _____ _____ _____
Other PTMISEA Contributors (Attach sheet with contact info) _____ _____ _____	Amount: \$ _____ \$ _____ \$ _____	Fund Type: _____ _____ _____
TOTAL	\$0	

(*Contributing project sponsors attach signed letters of verification as to amount and eligibility or sign cover page)

Table 3: Project Category

Check **only 1** box that best fits the description of the project being funded.

- | | |
|--|---|
| <input type="checkbox"/> Rehabilitation, Safety or Modernization Improvement | <input type="checkbox"/> Bus Rapid Transit |
| <input type="checkbox"/> Capital Service Enhancement or Expansion | <input type="checkbox"/> Rolling Stock Procurement: |
| <input type="checkbox"/> New Capital Project | ___ Expansion |
| | ___ Rehabilitation |
| | ___ Replacement |

Table 4: Project Summary

a) Describe the project (or minimum operable segment) for which you are applying for funds. Attach additional sheets if necessary. If the application is for the purchase of vehicles or rolling stock, please include information on number of vehicles, size, passenger count, accessibility, and fuel type:

Write here:

b) Useful Life of the Project: _____ years

Table 5: Description of Major Benefits/Outcomes

a) Please check appropriate Benefit/Outcome:

_____ Increase Ridership	by _____ %
_____ Reduce Operating/Maintenance Cost	by _____ %
_____ Reduce Emissions	by _____ %
_____ Increase System Reliability	by _____ %

b) Please summarize and describe any other benefits:

Table 6: Project Schedule

	Date
Begin Project Approval & Environmental Document Phase	
CEQA/ Environmental Compliance	
End Project Approval & Environmental Document Phase	
Begin Plans, Specifications & Estimates Phase	
End Plans, Specifications & Estimates Phase	
Begin Right of Way Phase	
End Right of Way Phase	
Begin Construction Phase (Contract Award)	
End Construction Phase (Contract Acceptance)	
Begin Vehicle/Equipment Order (Contract Award)	
End Vehicle/Equipment Order (Contract Acceptance)	
Begin Closeout Phase	
End Closeout Phase	

Table 7: Tax Compliance Information

Is it reasonably anticipated that any money will be derived at any point in the future as a result of the project that will be paid to the State?

YES
NO

If yes, please describe the source of the money and provide an estimate of the amount:

Estimate: \$ _____

Kern County

Sponsor	Project Title	FY	99313	99314	Total
Kern COG	GETD Bus Stop Improvements	14/15	\$600,000	\$0	\$600,000
City of Arvin	Construct Park and Ride	14/15	\$500,000	\$0	\$500,000
City of Arvin	Solar Energy Installation	14/15	\$126,769	\$8,024	\$134,793
City of California City	Fare Boxes & Security Cameras	14/15	\$83,518	\$2,680	\$86,198
City of Delano	Speedy Bus Washer	14/15	\$27,000	\$0	\$27,000
City of Delano	AC Recharging Unit	14/15	\$8,000	\$0	\$8,000
City of Delano	Match Management System	14/15	\$52,000	\$0	\$52,000
Golden Empire Transit Dist	Passive Solar Power	14/15	\$3,045,386	\$548,510	\$3,593,896
Kern Regional Transit	Intelligent Transportation System	14/15	\$74,886	\$5,114	\$80,000
Kern Regional Transit	Electronic Fare Boxes	14/15	\$827,038	\$56,484	\$883,522
Kern Regional Transit	Purchase 2 ELDorado AeroElite Buses	14/15	\$234,017	\$15,983	\$250,000
Kern Regional Transit	Automated Passenger Counters	14/15	\$46,803	\$3,197	\$50,000
City of McFarland	Transit Connect Vehicles	14/15	\$79,878	\$1,511	\$81,389
City of Ridgecrest	Purchase Two Gasoline Buses	14/15	\$180,042	\$13,468	\$193,510
City of Shafter	Shafter Transit Facility Improvements	14/15	\$108,154	\$7,120	\$115,274
City of Taft	Purchase 2 Transit Buses	14/15	\$56,597	\$34,746	\$91,343
City of Tehachapi	Bus Shelter Enhancement	14/15	\$84,552	\$801	\$85,353
City of Wasco	Bus Shelter	10/11	\$0	\$6,831	\$6,831
City of Wasco	Purchase (2) 14 Passenger Buses	14/15	\$163,288	\$3,612	\$166,900
			<u>\$6,397,241</u>	<u>\$807,395</u>	<u>\$7,006,009</u>

Kern Council of Governments

Public Transportation Modernization, Improvement, and Service Enhancement Account
(PTMISEA)

RESIDUAL ESTIMATE AND APPORTIONMENT FACTORS

FY 2014/2015

Revised January 30, 2015 (FY 2014/15 schedule)

Prospective Claimant	Population Basis	Population Ratio	PTMISEA 99313	TOTAL Apportionment
City of Arvin	19,960	2.33%	\$4,207	\$4,207
City of California City	13,150	1.53%	\$2,763	\$2,763
City of Delano	51,963	6.07%	\$10,960	\$10,960
GET	479,501	55.73%	\$100,623	\$100,623
Kern Transit	186,225	21.7%	\$39,181	\$39,181
City of McFarland	12,577	1.48%	\$2,672	\$2,672
City of Ridgecrest	28,348	3.31%	\$5,977	\$5,977
City of Shafter	17,029	2%	\$3,611	\$3,611
City of Taft	8,911	1.3%	\$2,347	\$2,347
City of Tehachapi	13,313	1.55%	\$2,799	\$2,799
City of Wasco	25,710	3.00%	\$5,417	\$5,417
Regional Entity Totals	856,687	100%	\$180,557	\$180,557

KERN COUNCIL OF GOVERNMENTS
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE AND
CONGESTION MANAGEMENT AGENCY TECHNICAL ADVISORY COMMITTEE

KERN COG CONFERENCE ROOM
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA

WEDNESDAY
February 4, 2015
10:00 A.M.

I. ROLL CALL:

- II. PUBLIC COMMENTS:** This portion of the meeting is reserved for persons to address the Committee on any matter not on this agenda but under the jurisdiction of the Committee. Committee members may respond briefly to statements made or questions posed. They may ask a question for clarification; make a referral to staff for factual information or request staff to report back to the Committee at a later meeting. **SPEAKERS ARE LIMITED TO TWO MINUTES. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD PRIOR TO MAKING A PRESENTATION.**

Disabled individuals who need special assistance to attend or participate in a meeting of the Transportation Technical Advisory Committee may request assistance at 1401 19th Street, Suite 300; Bakersfield CA 93301 or by calling (661) 861-2191. Every effort will be made to reasonably accommodate individuals with disabilities by making meeting material available in alternative formats. Requests for assistance should be made at least three (3) working days in advance whenever possible.

III. APPROVAL OF DISCUSSION SUMMARY: Meeting of Wednesday, December 3, 2014

IV. FISCAL YEAR 2014-15 TRANSPORTATION DEVELOPMENT ACT (TDA) PUBLIC TRANSIT CLAIM – CITY OF RIDGECREST FOR \$467,280 (Snoddy)

Comment: FY 2014-15 Transportation Development Act Public Transit claim for the City of Ridgecrest for \$467,280.

Action: Review FY 2014-15 TDA Public Transit Claim for the City of Ridgecrest in the amount of \$467,280 and recommend approval to the Transportation Planning Policy Committee.

V. FISCAL YEAR 2014-15 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS CLAIM – CITY OF RIDGECREST FOR \$709,220 (Snoddy)

Comment: FY 2014-15 Transportation Development Act Streets and Roads claim for the City of Ridgecrest for \$709,220.

Action: Review FY 2014-15 TDA Streets and Roads Claim for the City of Ridgecrest for \$709,220 and recommend approval to the Transportation Planning Policy Committee.

VI. ACTIVE TRANSPORTATION PROGRAM (Smith)

Comment: The Active Transportation Program's (ATP) purpose is to encourage increased use of active modes of transportation.

Action: Information. Member agencies and stakeholders are requested to provide letters of support for a regional application using the attached sample.

VII. PROJECT ACCOUNTABILITY TEAM REPORT (Pacheco)

Comment: Report on the status of CMAQ, RSTP, TE, Transit, and TDA Article 3 projects.

Action: Information

VIII. PROJECT DELIVERY LETTERS – CMAQ & RSTP (Pacheco)

Comment: Presentation of project delivery letters for Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) projects. 16 projects have not yet been submitted for funding authorization representing a total of about \$15.4 million in federal programming.

Action: Information

IX. NEW STATE STRATEGIC GROWTH COUNCIL GRANT (Hightower)

Comment: The Strategic Growth Council (SGC) received \$130 million from the Greenhouse Gas Reduction Cap and Trade program for administering the Affordable Housing and Sustainable Communities (AHSC) Program. An SGC workshop is scheduled for February 9, at Kern COG. Concept grant proposals are due February 19, 2015, and final proposals are due April 15, 2015.

Action: Information. Member agencies and stakeholders are requested to provide letters of support for a regional application using the attached sample.

X. MEMBER ITEMS

XI. ADJOURNMENT

The next scheduled meeting of the Transportation Technical Advisory Committee will be Wednesday March 4, 2014.

KERN COUNCIL OF GOVERNMENTS
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE AND
CONGESTION MANAGEMENT AGENCY TECHNICAL ADVISORY COMMITTEE

KERN COG CONFERENCE ROOM
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA

WEDNESDAY
December 3, 2014
10:00 A.M.

Vice-Chairman Clausen called the meeting to order at approximately 10 a.m. A “sign-in” sheet was provided.

I. ROLL CALL

MEMBERS PRESENT:

Dennis Speer	City of Ridgecrest
Craig Jones	City of Taft
Joe West	NOR
Bob Neath	Kern County
Wayne Clausen	City of Shafter
Paul Marquez	Caltrans
Pedro Nunez	City of Delano
Bob Wren	City of Wasco
Craig Platt	City of California City
Robert Ruiz	City of Arvin
Ted Wright	City of Bakersfield

STAFF:	Bob Snoddy	Kern COG
	Peter Smith	Kern COG
	Tami Popek	Kern COG

OTHER:	Miguel Barcenas	City of Arvin
	Christy Lowe	City of Taft

- II. **PUBLIC COMMENTS:** This portion of the meeting is reserved for persons to address the Committee on any matter not on this agenda but under the jurisdiction of the Committee. Committee members may respond briefly to statements made or questions posed. They may ask a question for clarification; make a referral to staff for information or request staff to report to the Committee at a later meeting.

SPEAKERS ARE LIMITED TO TWO MINUTES. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD PRIOR TO MAKING A PRESENTATION.

There were no public comments.

- III. **APPROVAL OF DISCUSSION SUMMARY:** Meeting of November 5, 2014 there was a motion by Mr. Wren to recommend approval of the discussion summary. Mr. Ruiz seconded the motion.

IV. FISCAL YEAR 2014-15 TRANSPORTATION DEVELOPMENT ACT (TDA) PUBLIC TRANSIT CLAIM – CITY OF TEHACHAPI FOR \$172,165

Mr. Snoddy presented the Fiscal Year 2014-15 Transportation Development Act Public Transit claim for the City of Tehachapi for \$172,165

The actions requested is to review Fiscal Year 2013-14 TDA Public Transit Claim for the City of Tehachapi for \$172,165 and recommend approval to the Transportation Planning Policy Committee. Mr. Wren made a motion to recommend approval to the Transportation Planning Policy Committee. Mr. Ruiz seconded the motion.

V. FISCAL YEAR 2014-15 TRANSPORTATION DEVELOPMENT ACT (TDA) PUBLIC TRANSIT CLAIM – CITY OF SHAFTER FOR \$187,057

Mr. Snoddy presented the Fiscal Year 2014-15 Transportation Development Act Public Transit claim for the City of Shafter for \$187,057.

The action requested is to review Fiscal Year 2014-15 TDA Streets and Roads Claim for the City of Shafter for \$187,057 and recommend approval to the Transportation Planning Policy Committee. Mr. Wright made a motion to recommend approval to the Transportation Planning Policy Committee. Mr. Ruiz seconded the motion.

VI. FISCAL YEAR 2014-2015 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS CLAIM – CITY OF SHAFTER FOR \$1,540,645

Mr. Snoddy presented the FY 2014-15 Transportation Development Act Streets and Roads claim for the City of Shafter for \$1,540,645

The action requested is to review Fiscal Year 2014-15 Transportation Development Act Streets and Roads claim for the City of Shafer for \$1,540,645 and recommended approval to the Transportation Planning Policy Committee. Mr. Wright made a motion to recommend approval to the Transportation Planning Policy Committee. Mr. Platt seconded the motion.

VII. FISCAL YEAR 2014-15 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS CLAIM – CITY OF TEHACHAPI FOR \$771,052

Mr. Snoddy presented FY 2014-15 Transportation Development Act Streets and Roads claim for the City of Tehachapi for \$771,052

The action requested is to review FY 2014-15 TDA Streets and Roads Claim for the City of Tehachapi for \$771,052 and recommend approval to the Transportation Planning Policy Committee. Mr. Wren made a motion to recommend approval to the Transportation Planning Policy Committee. Mr. Ruiz seconded the motion.

VIII. Federal Transportation Improvement Program Amendment – Timeline

In Ms. Pacheco's absence, Mr. Smith presented the upcoming amendment schedule.

This item was for information only.

IX. PROJECT DELIVERY POLICY LETTERS

In Ms. Pacheco's absence, Mr. Smith presented this item. Per the "Kern COG Project Delivery Policies & Procedures Chapter 2: Implementation Procedures Overview," the project delivery letters are **due January 19, 2015**.

This item was for information only.

X. MEMBER ITEMS

Mr. Speer thanked Mr. Hakimi for attending the ribbon cutting in Ridgecrest.

Mr. Snoddy stated that Kern COG staff received an apportionment scheduled issued by the State Controller Office (SCO) that estimates funding amounts for the Kern Region for the Low Carbon Transit Operations Program (LCTOP). Caltrans will administer the LCTOP funding program, provide a program manual/guideline, and provide allocation request forms using the Kern COG Regional funding accounts (99313) and member agency accounts (99314) similar to the Proposition 1B program. The hard deadline to receive LCTOP allocation requests from member agencies and a Kern COG Board adopted program of projects is February 2, 2015.

The members of the TTAC reached a consensus to direct Kern COG staff to prepare and circulate a Low Carbon Transit Operations Program (LCTOP) policy and circulate it to TTAC members for review and comments. The TTAC members requested that Kern COG staff identify and record the TTAC member comments and policy recommended changes when the draft document is submitted to the Kern COG Board for adoption at the January 15, 2015 meeting.

XI. ADJOURNMENT

With no further business the TTAC adjourned at 10:32. The December 31st meeting will be dark. The next scheduled meeting of the TTAC will be February 4, 2015.



February 4, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

BY: Robert M. Snoddy
Regional Planner

SUBJECT: TTAC AGENDA ITEM: IV
FISCAL YEAR 2014-15 TRANSPORTATION DEVELOPMENT ACT (TDA)
PUBLIC TRANSIT CLAIM – CITY OF RIDGECREST FOR \$467,280

DESCRIPTION:

FY 2014-15 Transportation Development Act Public Transit claim for the City of Ridgecrest for \$467,280.

DISCUSSION:

Kern COG staff has received and reviewed the following TDA claim for the City of Ridgecrest for \$467,280.

<u>Claimant</u>	<u>LTF</u>	<u>STAF</u>	<u>TOTAL</u>
City of Ridgecrest	\$467,280	-0-	\$467,280

Administrative Salaries & Wages	\$140,580
Operating Salaries & Wages	\$278,111
Fringe Benefits	\$203,941
Professional Services	\$9,165
Maintenance Services	\$62,748
Other Services	\$4,138
Vehicle Maintenance & Supplies	\$335
Utilities	\$5,938
Miscellaneous	\$22,214
Expense & Inter-fund Transfers	\$131,578
Lease & Rentals	\$120
Other	\$17,175
FY 2014/15 Projected Expenses & Uses	\$876,043

This claim has been evaluated in accordance with the following criteria: 1) Conformance with the Regional Transportation Plan; 2) Participation in the California Driver Pull Notice Program; 3) Adherence to the applicable farebox return ratio; and 4) Compliance with PUC Section 99314.6 Operations Qualifying Criteria. Staff recommends a conditional approval.

ACTION:

Review FY 2014-15 TDA Public Transit Claim for the City of Ridgecrest in the amount of \$467,280 and recommend approval to the Transportation Planning Policy Committee.



February 4, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

BY: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: V
FISCAL YEAR 2014-15 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS
CLAIM – CITY OF RIDGECREST FOR \$709,220

DESCRIPTION:

FY 2014-15 Transportation Development Act Streets and Roads claim for the City of Ridgecrest for \$709,220.

DISCUSSION:

Kern COG staff has received and reviewed the following TDA claim for the City of Ridgecrest for \$709,220

<u>Claimant</u>	<u>LTF</u>	<u>STAF</u>	<u>TOTAL</u>
City of Ridgecrest	\$709,220	-0-	\$709,220

Streets and Roads maintenance	\$1,184,356
Total FY 2014-15 Project Expenditures	\$1,184,356

This claim has been evaluated in accordance with the following criteria: 1) the maximum funding level does not exceed claimants' deferred revenues, plus current year apportionments, less required public transit financing; 2) claimants have conducted a public hearing within its jurisdiction to receive testimony regarding unmet transit needs and have made an appropriate finding by resolution of its governing body; 3) project proposed for funding is in conformity with the Regional Transportation Plan; and 4) claimants have not requested or received funds in excess of its current year expenditure. Staff recommends approval.

ACTION:

Review FY 2014-15 TDA Streets and Roads Claim for the City of Ridgecrest for \$709,220 and recommend approval to the Transportation Planning Policy Committee.



February 4, 2015

TO: Transportation Technical Advisory Committee
Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Peter Smith,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VI
ACTIVE TRANSPORTATION PROGRAM

DESCRIPTION: The Active Transportation Program's (ATP) has available \$180 million to encourage increased use of active modes of transportation. ATP applications are due June 1, 2015.

DISCUSSION: On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation ([Senate Bill 99, Chapter 359](#) and [Assembly Bill 101, Chapter 354](#)). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The ATP is administered by the Division of Local Assistance, Office of Active Transportation and Special Programs.

The purpose of ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking;
- Increase safety and mobility for non-motorized users;
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals;
- Enhance public health;
- Ensure that disadvantaged communities fully share in the benefits of the program; and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Cycle 1 ATP funding has been completed. The Kern Region was awarded funding for 15 projects in several jurisdictions and the County of Kern. Cycle 2 is being initiated with a proposed submittal deadline of Monday June 1, 2015. The draft guidelines can be found at this website:

http://www.catc.ca.gov/programs/ATP/2015/Discussion_Draft_2015_ATP_Guidelines_11_21_14.pdf

The draft 2015 Active Transportation Program application may be accessed at this website:
<http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html>.

Final program guidelines are expected on or before March 21, 2015, at which time applications will begin to be accepted until the submittal deadline.

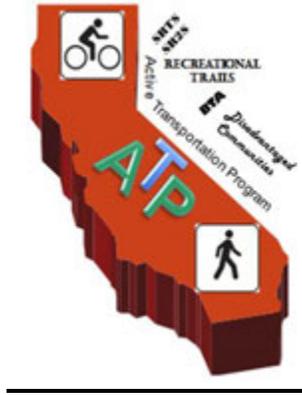
Further, the Kern Council of Governments submitted an ATP proposal in Cycle 1 to inventory pedestrian and bicycle facilities deficiencies throughout Kern County. Although the proposal was rejected, Kern COG wishes to re-submit a revised application and is requesting partnerships with interested jurisdictions, as well as letters of support for the project proposal. The original proposal is attached. A sample letter of support is also attached.

A workshop highlighting ATP issues is being organized, but no date has been established. TTAC and RPAC members will be notified when this workshop will be held. CALTRANS will be holding ATP workshops in each District but dates and locations have not been announced.

ACTION: Information. Member agencies and stakeholders are requested to provide letters of support for a regional application using the attached sample.

Attachments:

1. Narrative section of Kern COG ATP Plan application
2. Sample Letter of Support



ACTIVE TRANSPORTATION PROGRAM CYCLE 1

APPLICATION Part 2

(Includes Narrative Sections II, III & IV)

II. PROJECT INFORMATION

(Please read the "ATP instructions" document prior to attaching your responses to all of the questions in Sections II. Project Information, Section III. Screening Criteria and Section IV. Narrative Questions - 20 pages max)

1. **Project Location** Kern County, California

2. **Project Coordinates** Latitude Longitude
(Decimal degrees) (Decimal degrees)

3. **Project Description** Active Transportation Plan for Kern County, CA.

4. **Project Status** Awaiting Funding

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

Describe the need for the project and/or funding

Response Question 1: The proposed Active Transportation Plan for Kern County will address the issues of non-motorized transportation facilities in the region. The Plan will address the needs for active transportation facilities. This Active Transportation Plan will build on previous planning efforts including the Kern County Bike Master Plan, Bakersfield Bicycle Transportation Plan, The Tehachapi Bicycle Transportation Plan, the Wasco Bicycle Plan, the California City Bicycle Plan and the Delano Bicycle Plan. Areas which have not had bicycle facilities planning will be inventoried and classified as to pedestrian fitness. Some communities will have both pedestrian and bicycle facilities planning undertaken.

2. Consistency with Regional Transportation Plan (100 words or less)

Explain how this project is consistent with your Regional Transportation Plan (if applicable). Include adoption date of the plan.

R The Active Transportation Plan for Kern County is consistent with the 2014 Regional Transportation Plan. The 2014 Regional Transportation Plan encourages and promotes non-motorized transportation facilities and has identified sources of funding to pay for infrastructure improvement. We anticipate that the 2014 Kern Regional Transportation Plan will be adopted in June, 2014.

IV. NARRATIVE QUESTIONS

1. **POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)**

A. Describe how your project encourages increased walking and bicycling, especially among students.

Response A: The Kern Active Transportation Plan will identify areas where facilities are lacking, incomplete or absent. When facilities improvements are completed non-motorized transportation users may be anticipated to increase

B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.

Response B: All residents of Kern County are potential users of non-motorized transportation facilities. Identifying gaps, safety concerns and other issues will lead to improvements within the non-motorized network.

C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.

Response C: Upon completion of the study popular destinations will be identified and proposals to connect or improve connections between origins and destinations will be suggested

D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

Response D: Gap removal and connectivity prioritization would be included in the study

- Projects with significant potential- 21 to 30 points
- Projects with moderate potential- 11 to 20 points
- Projects with minimal potential- 1 to 10 points
- Projects with no potential- 0 points

IV. NARRATIVE QUESTIONS- continued

2. **POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)**

A. Describe the potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.

Response A: Hazard identification, removal or mitigation will be included in the Kern Active Transportation Plan

B. Describe if/how your project will achieve any or all of the following:

- Reduces speed or volume of motor vehicles
- Improves sight distance and visibility
- Improves compliance with local traffic laws
- Eliminates behaviors that lead to collisions
- Addresses inadequate traffic control devices
- Addresses inadequate bicycle facilities, crosswalks or sidewalks

Response B: Hazard identification and reduction will be addressed in the Kern Active Transportation Plan

C. Describe the location's history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos.

Response C: On-site studies and references to public sources of information (SWITRS) concerning hazard/danger identification.

- Projects with significant potential- 16 to 25 points
- Projects with moderate potential- 8 to 15 points
- Projects with minimal potential- 1 to 7 points
- Projects with no potential- 0 points

IV. NARRATIVE QUESTIONS- continued

3. PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

- A. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.

Response A: Project will have multiple opportunities for public input at public meetings and the formal approval process. See Kern COG Public Outreach Policy, attached

- B. Describe the local participation process that resulted in the identification and prioritization of the project:

Response B: None has occurred at this juncture

- C. Is the project cost over \$1 Million? Y/N

- D. Is the project Prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, circulation element of a general plan, or other publicly approved plan that incorporated elements of an active transportation plan? Y/N

Response D: The proposed Kern Active Transportation Plan will combine bicycle and pedestrian planning for the Kern Region

- Projects with substantial participation of community members- 11 to 15 points
- Projects with moderate participation of community members - 6 to 10 points
- Projects with minimal participation of community members- 1 to 5 points
- Projects with no participation of community members- 0 points

IV. NARRATIVE QUESTIONS- continued

4. COST EFFECTIVENESS (0-10 POINTS)

A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.

Response A: No alternatives to the Kern Active Transportation Plan were considered

B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested (i.e., $\frac{Benefit*}{Total\ Project\ Cost}$ and $\frac{Benefit*}{Program\ Funds\ Requested}$).

Response B: No cost/benefit analysis was attempted

*Benefits must directly relate to the goals of the Active Transportation Program.

- Applicant considers alternatives and exceptionally justifies the project nominated - 5 points
- Applicant considers alternatives and adequately justifies the project nominated - 3 to 4 points
- Applicant considers alternatives and minimally justifies the project nominated - 1 to 2 points
- Applicant did not consider alternatives or justify the project nominated - 0 points

- Applicant logically described how project benefits were quantified and has a benefit-cost ratio greater than 1 - 5 points
- Applicant logically described how project benefits were quantified and has benefit-cost ratio less than 1- 3 points
- Applicant did not logically describe how project benefits were quantified - 0 points

IV. NARRATIVE QUESTIONS- continued

5. IMPROVED PUBLIC HEALTH (0-10 points)

- A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues

Response A: The Kern Active Transportation Plan will identify areas and strategies that will improve the general well-being of the residences of Kern County.

- Applicant exceptionally described how the project will improve public health and addresses high risk populations- 7 to 10 points
- Applicant adequately described how the project will improve public health and addresses high risk populations - 4 to 6 points
- Applicant minimally described how the project will improve public health - 1 to 3 points
- Applicant did not describe how the project will improve public health - 0 points

IV. NARRATIVE QUESTIONS- continued

6. BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

A. I. Is the project located in a disadvantaged community? Y/N Yes

II. Does the project significantly benefit a disadvantaged community? Y/N Yes

a. Which criteria does the project meet? (Answer all that apply)

- **XXX Median household income for the community benefited by the project: \$ Multiple Communities SEE LIST OF KERN COMMUNITIES HOUSEHOLD INCOME**
- California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: _____
- For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: _____ %

b. Should the community benefitting from the project be considered disadvantaged based on criteria not specified in the program guidelines? If so, provide data for all criteria above and a quantitative assessment of why the community should be considered disadvantaged.

B. Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community, for projects using the school based criteria describe specifically the school students and community will benefit.

- Project clearly and significantly addresses health, safety, and/or infrastructure challenges in the disadvantaged community- 5 points
- Project adequately addresses health, safety, and/or infrastructure challenges in the disadvantaged community - 3 points
- Project minimally addresses health, safety, and/or infrastructure challenges in the disadvantaged community - 1 points

- 80% to 100% of project funding benefits the disadvantaged community- 5 points
- 60% to 79% of project funding benefits the disadvantaged community- 4 points
- 40% to 59% of project funding benefits the disadvantaged community- 3 points
- 20% to 39% of project funding benefits the disadvantaged community- 2 points
- 1% to 19% of project funding benefits the disadvantaged community- 1 points
- 0% of project benefits the disadvantaged community- 0 points

IV. NARRATIVE QUESTIONS- continued

7. USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 to -5 points)

The applicant must send the following information to the CCC and CALCC prior to application submittal to Caltrans:

Project Description
Project Map

Detailed Estimate
Preliminary Plan

Project Schedule

The corps agencies can be contacted at:

California Conservation Corps at: www.ccc.ca.gov

Community Conservation Corps at: <http://calocalcorps.org>

- A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N
 - a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them

- B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Y/N
 - a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them

- C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Y/N

I have coordinated with a representative of the CCC; and the following are project items that they are qualified to partner on:

I have coordinated with a representative of the CALCC; and the following are project items that they are qualified to partner on:

Points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate*.

- The applicant intends to partner with a conservation corps to the maximum extent possible- 0 points
 - The applicant did not seek partnership with a conservation corps, or indicated that they do not intend to partner with the corps to the maximum extent possible- (-)5 points

**If the applicant has indicated intended use of the CCC or CALCC in the approved application, a copy of the agreement between the implementing agency and the CCC or CALCC must be provided by the implementing agency, and will be incorporated as part of the original application, prior to request for authorization of funds for construction.*

IV. NARRATIVE QUESTIONS- continued

8. APPLICANT'S PERFORMANCE ON PAST GRANTS (0 to -10 points)

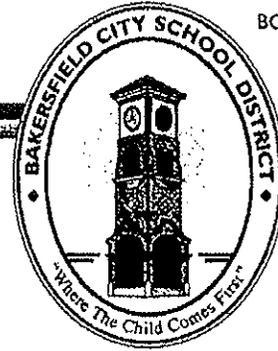
A. Describe any of your agency's ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.

None

- The applicant has no past grant experience or has performed satisfactorily on past grants - 0 points
- The applicant has not performed satisfactorily on past grants and/or has not adequately described how they will deliver this project (-)10 points

Bakersfield City School District

1300 Baker Street
Bakersfield, CA 93305-4399
Phone (661) 631-4610
Fax (661) 324-3190



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Robert J. Arias, Ed.D.
SUPERINTENDENT

May 13, 2014

CALTRANS

Division of Local Assistance
PO Box 942874
Sacramento, CA 94274-0001

Re: Support for the City of Bakersfield's Active Transportation Program (ATP) Grant Application
Sidewalk and Handicap Ramp Improvements for Frank West Elementary School in Bakersfield,
California

To Whom It May Concern:

The Bakersfield City School District enthusiastically supports the City of Bakersfield's proposed grant application to install sidewalks, handicap ramps and other improvements to several streets adjacent to Frank West Elementary School. Our school has nearly 400 students, not including parents and family, which either walk or ride to school daily. The identified improvements will improve access for our school pedestrians and community members, and make the route to school much safer for our students who walk, bike or skateboard to and from school.

Our schools and Parent Involvement Centers operate almost year round and are an important focal point for delivering health and social services as well as educational services for our students and their families. A safe and accessible walkway to Frank West Elementary School will provide a major benefit to our neighborhood well beyond our daily school activities and improve the quality of life to our entire community.

We strongly urge that this grant application be funded.

Sincerely,

A handwritten signature in cursive script that reads "Rob Arias".

Dr. Robert J. Arias
Superintendent
Bakersfield City School District

c: Mr. John Ussery, Civil Engineer
Public Works, Traffic Engineering
City of Bakersfield



February 4, 2015

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VII
PROJECT ACCOUNTABILITY TEAM REPORT

DESCRIPTION:

Report on the status of CMAQ, RSTP, TE, Transit, and TDA Article 3 projects.

DISCUSSION:

On January 3, 2007, the TTAC agreed to meet for monthly project status meetings. This meeting brings to the forefront Congestion Mitigation Air Quality (CMAQ), Regional Surface Transportation Program (RSTP), Transportation Enhancement (TE), and Transit Program project delivery commitments in current and future fiscal years of the Federal Transportation Improvement Program (FTIP). On October 19, 2010, Transportation Development Act (TDA) Article 3 projects were added to the agenda. The forum is ideal to discuss new requirements or announcements such as training opportunities or programming approvals. Caltrans staff is invited to assist project managers and provide updates on specific requests.

HIGHLIGHTS of January 20, 2015 meeting

1. 2015 FTIP Amendment No. 2, which included the Cycle 1 Kern COG regional list of ATP projects, was submitted for approval to state and federal agencies on January 20, 2015.
2. According to the Draft Cycle 2 ATP Guidelines, ATP Cycle 2 call for projects will be announced March 26, 2015 and the application deadline is June 1, 2015.
3. January 23, 2015 Score Card – 22% of projects have approved funding authorization; 7% is awaiting funding authorization; 71% has not been submitted for funding authorization.

Enclosure: January 20, 2015 Project Accountability Team meeting notes
January 23, 2015 Score Card for fiscal year 14/15
January 23, 2015 FY 14/15 project list
January 20, 2015 TDA Article 3 project list

ACTION: Information.

Project Accountability Team Meeting

Tuesday, January 20, 2015
Meeting held at Kern Council of Governments

Attendees:

Navdip Grewal, Bakersfield
John Ussery, Bakersfield
Pedro Nunez, Delano
Dennis McNamara, McFarland
Michael James, Shafter

Alex Gonzalez, Shafter
Ryan Montgomery, Tehachapi
Raquel Pacheco, Kern COG
Susanne Campbell, Kern COG

DRAFT Notes

1. Introductions confirmed attendees.
2. **Active Transportation Program (ATP) Cycle 1 Delivery** – Ms. Pacheco reported on challenges with aggressive delivery schedules.
 - A. Ms. Pacheco reported that the 2015 Federal Transportation Improvement Program (FTIP) Amendment No. 2, which included the Kern COG regional list of ATP projects, was submitted for approval to the state and federal agencies on January 20, 2015.
3. **ATP Cycle 2** – Ms. Pacheco provided copies of the Cycle 2 Draft Guidelines that were to be presented at the January 22, 2015 California Transportation Commission (CTC) meeting. She noted a couple of the changes between Cycle 1 and Cycle 2 guidelines. According to the Draft Guidelines, ATP Cycle 2 call for projects will be announced March 26, 2015 and the application deadline is June 1, 2015. She gave some reminders from Cycle 1 that should be considered for Cycle 2: A. ATP projects need to be programmed in the FTIP; B. ATP projects follow the state fiscal year, July 1 to June 30, for requesting allocation vote by the CTC; C. Anticipate a two month wait to get on a CTC agenda for the allocation vote; and D. if the project is federally funded, the project will need to wait for an E-76 approval after receiving the allocation vote approval to begin reimbursable work. Ms. Pacheco noted that Mr. Peter Smith is coordinating an ATP workshop for help in developing applications for Cycle 2.

Attendees requested the following information: A. Cycle 1 state funded project applications - http://www.catc.ca.gov/programs/ATP/2014_Project_Apps.html; B. Cycle 2 Guidelines comments - http://www.dot.ca.gov/hq/transprog/ctcbooks/2015/0115/Yellow_items/Tab_18_4.6.pdf;

4. **Roundtable presentations** – Each agency, represented, gave a project update only if new information was available for 2014-2015 projects. **See updates in the project list attached.**
 - A. **Project Delivery letters** – Ms. Pacheco discussed that Kern COG staff had requested the Regional Surface Transportation Program (RSTP) and Congestion Mitigation Air Quality (CMAQ) project delivery letters by January 19, 2015 for reporting at the February Transportation Technical Advisory Committee and Kern COG Board meetings.
 - B. **Caltrans Local Assistance Workshop Topics** – Ms. Pacheco requested topics for a future Caltrans Local Assistance workshop. No topics were requested.
5. **TDA Article 3 Project Status** – Each agency, represented, gave a project update only if new information was available for the project list. **See updates in the project list attached.**
6. **Announcements** – none.
7. **Conclude Meeting / Next meeting** – March 17, 2015 at Kern COG

January 23, 2015

TO: TTAC Members and Project Managers

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco, Regional Planner III

RE: Monthly Project Delivery Score Card



Federal Transportation Improvement Program

FY 2014-15	No. of Projects	Federal/State \$ in FY 14/15		% of funding
		Preliminary Engineering	Construction	
RSTP	16	\$44,133	\$10,320,985	
CMAQ	17	\$270,743	\$9,630,477	
TE	4	\$0	\$1,832,000	
Transit	0	\$0	\$0	
Totals	37	\$314,876	\$21,783,462	100%

1. Not Submitted	No. of Projects	Preliminary Engineering	Construction	% of funding
RSTP	4	\$8,853	\$6,107,762	
CMAQ	12	\$115,960	\$9,142,753	
TE	1	\$0	\$377,000	
Transit	0	\$0	\$0	
Total	17	\$124,813	\$15,627,515	71%

2. Submitted	No. of Projects	Preliminary Engineering	Construction	% of funding
RSTP	7	\$0	\$287,303	
CMAQ	2	\$86,048	\$186,724	
TE	2	\$0	\$1,059,000	
Transit	0	\$0	\$0	
Total	11	\$86,048	\$1,533,027	7%

3. State/Federal Approvals	No. of Projects	Preliminary Engineering	Construction	% of funding
RSTP	5	\$35,280	\$3,925,920	
CMAQ	3	\$68,735	\$301,000	
TE	1	\$0	\$396,000	
Transit	0	\$0	\$0	
Total	9	\$104,015	\$4,622,920	22%

Federal Transportation Improvement Program - Fiscal Year 2014/2015
RSTP, CMAQ, TE, Transit

Lead	PIN	Project No./ Grant No.	Description	Federal FY 14/15 PE	Federal FY 14/15 CON	FY 14/15 Total	Date Expect to Submit	Note
Arvin	KER140401	STPL-5370(026)	IN ARVIN: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Varsity Ave)	\$0	\$47,443	\$53,590	PE-done	3
Bakersfield	KER140402	STPL-5109(215)	IN BAKERSFIELD: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Gosford Rd)	\$0	\$3,810,999	\$4,304,755	CON-done	3
Bakersfield	KER140507	CML-5109(214)	IN BAKERSFIELD: GROUPED PROJECTS FOR SAFETY IMPROVEMENTS (Harris Rd)	\$0	\$301,000	\$340,000	Oct 2014	3
Cal. City	KER140403		IN CALIFORNIA CITY: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Hacienda Blvd: Redwood)	\$0	\$38,922	\$43,965	Jan 2015	2
Delano	KER140404		IN DELANO: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (High St, Ellington St, Fremont St)	\$0	\$61,971	\$70,000	Jan 2015	2
GET	KER140502		IN BAKERSFIELD: ON DON HART DR EAST AND KROLL WAY; CONSTRUCTION OF PUBLIC TRANSIT CENTER	\$115,960	\$0	\$130,985	March 2015	1
KCOG	KER140414		IN KERN COUNTY: REGIONAL TRAFFIC COUNT PROGRAM	\$0	\$79,677	\$90,000	Jan 2015	2
KCOG	KER140501		IN KERN COUNTY: RIDESHARE PROGRAM	\$0	\$186,724	\$210,917	Jan 2015	2
KCSS	KER140505		IN BAKERSFIELD: CNG FUELING STATION EXPANSION	\$0	\$1,222,230	\$1,388,910	June 2015	1
Kern Co.	KER121002		IN RIDGECREST: COLLEGE HEIGHTS BLVD FROM DOLPHIN AVE TO CERRO COSO COMMUNITY COLLEGE; CONSTRUCT PEDESTRIAN PATH AND LANDSCAPE IMPROVE	\$0	\$377,000	\$425,000	Jan 2015	2a
Kern Co.	KER121004	RPSTPLE-5950(383)	IN TEHACHAPI: TEHACHAPI CUMMINGS WATER DISTRICT PROPERTY FROM HIGHLINE RD TO VALLEY BLVD; CONSTRUCT BIKE/PEDESTRIAN PATH	\$0	\$396,000	\$504,000	CON-done	3
Kern Co.	KER140405		IN KERN COUNTY: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Old River Rd)	\$0	\$5,879,762	\$6,641,762	March 2015	1
NOTES	Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved. 2a. Allocation request to CTC. A. Amendment pending							

Federal Transportation Improvement Program - Fiscal Year 2014/2015
RSTP, CMAQ, TE, Transit

Lead	PIN	Project No./ Grant No.	Description	Federal FY 14/15 PE	Federal FY 14/15 CON	FY 14/15 Total	Date Expect to Submit	Note
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Kern Co.	KER140506		IN BAKERSFIELD: GROUPED PROJECTS FOR INTERSECTION SIGNALIZATION (Snow Rd at Coffee, Snow Rd at Calloway)	\$0	\$480,000	\$600,000	March 2015	1
Kern Co.	KER140509		IN KERN COUNTY: GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS (Buena Vista Blvd, Garces Hwy, Rowlee Rd, Heath Rd, Renfro Rd, California City Blvd, Banducci Rd)	\$0	\$5,610,149	\$6,900,000	March 2015	1
McFarland	KER140406		IN MCFARLAND: KERN AVE: 2ND ST TO 3RD ST; LANDSCAPING AND PEDESTRIAN IMPROVEMENTS	\$35,280	\$0	\$39,851	Jan 2015	3
McFarland	KER140510		IN MCFARLAND: ALONG ELMO HWY AND BROWNING RD; PAVE SHOULDERS AND INSTALL CLASS II BIKE LANE FACILITIES	\$28,428	\$0	\$32,112	Jan 2015	3
Ridgecrest	KER140407		IN RIDGECREST: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (S. China Lake: Bowman to College Heights)	\$0	\$89,503	\$101,100	Jan 2015	2
Ridgecrest	KER140512	CML-5385(055)	IN RIDGECREST: NORTH WARNER ST FROM DRUMMOND AVE TO WEST HOWELL AVE; SURFACE UNPAVED STREET	\$40,307	\$0	\$45,530	PE-done	3
Shafter	KER140408		IN SHAFTER: GROUPED PROJECT FOR NON-CAPACITY WIDENING (NO ADDITIONAL TRAVEL LANES) (Tulare Ave)	\$0	\$228,000	\$277,000	Feb 2015	1
State	KER140410		IN MARICOPA: SR 33 AT STANISLAUS ST; INSTALL RECTANGULAR RAPID FLASHING BEACON NEAR PEDESTRIAN CROSSING	\$8,853	\$0	\$10,000	Jan 2015	1
Taft	KER121008		IN TAFT: SUNSET RAILROAD CORRIDOR FROM 2ND ST TO SR 119; CONSTRUCT BIKE/PEDESTRIAN PATH	\$0	\$594,000	\$671,000	Aug 2014	3
Taft	KER140411		IN TAFT: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Church St)	\$0	\$17,230	\$19,823	Jan 2015	2
NOTES	Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved. 2a. Allocation request to CTC. A. Amendment pending							

**Federal Transportation Improvement Program - Fiscal Year 2014/2015
RSTP, CMAQ, TE, Transit**

Lead	PIN	Project No./ Grant No.	Description	Federal FY 14/15 PE	Federal FY 14/15 CON	FY 14/15 Total	Date Expect to Submit	Note
Taft	KER140513		IN TAFT: SUPPLY ROW ST BETWEEN S 4TH ST AND S 6TH ST; CONSTRUCT PARK-AND-RIDE	\$86,048	\$0	\$97,197	Jan 2015	2
Tehachapi	KER121009		IN TEHACHAPI: TEHACHAPI BLVD FROM SNYDER AVE TO DENNISON RD; CONSTRUCT SIDEWALK, PEDESTRIAN LIGHTING, & LANDSCAPE IMPROVEMENTS	\$0	\$465,000	\$529,000	Nov 2014	2a
Tehachapi	KER140412	STPL-5184(024)	IN TEHACHAPI: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Tehachapi Blvd)	\$0	\$20,890	\$24,000	PE-done	3
Wasco	KER140413	STPL-5287(038)	IN WASCO: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (7th St and Central Ave)	\$0	\$46,588	\$52,625	PE-done	3
Various	KER110601		GROUPED PROJECTS FOR SAFETY IMPROVEMENTS -HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP). [Ridgecrest]					
		HSIPL-5385(049)	Ridgecrest: China Lake Blvd/Bowman Rd	\$0	\$369,000	\$410,000	PE - done	3,1
		HSIPL-5385(050)	Ridgecrest: Drummond Ave	\$0	\$223,200	\$248,000	PE - done	3,1
Various	KER110602		GROUPED PROJECTS FOR SAFETY IMPROVEMENTS -SAFE ROUTES TO SCHOOL FEDERAL PROGRAM. [Kern County]					
			Kern County: Various locations SRTS3-06-007	\$0	\$263,000	\$263,000		1
Various	KER140601		GROUPED PROJECTS FOR SAFETY IMPROVEMENTS -HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP). [Arvin, California City, Delano, Tehachapi]					
		HSIPLN-5370(025)	Arvin: Bear Mountain/Derby HSIP6-06-001	\$0	\$488,700	\$543,288	PE - done	3,1
		HSIPL-5399(023)	California City: California City Blvd HSIP6-09-001	\$0	\$340,750	\$378,700	PE- done	3,1
		HSIPL-5227(047)	Delano: Cecil Ave/Albany St HSIP6-06-004	\$0	\$239,000	\$265,600	PE- done	3,1
		HSIPL-5184(023)	Tehachapi: HSIP6-09-002	\$0	\$1,088,900	\$1,210,000	PE- done	3,1

Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved.
2a. Allocation request to CTC.

NOTES A. Amendment pending

Transportation Development Act Article 3 Program

Project Status

Status Code: 1=Not Started 2=Under Construction 3=Completed

Jurisdiction	Auth. Date	Auth Order	Project Name	Funding	Status Code	
Arvin	9/19/2013	MO#13-03	Bike Rack	\$1,000	1	
Arvin	9/18/2014	MO#14-04	Pedestrian Improvements at DiGiorgio Park	\$44,200	1	
Bakersfield	9/18/2008	MO#08-06	Bike Bakersfield Safety Program	\$42,000	2	On-going
Bakersfield	9/20/2012	MO#12-03	Ped Improve on Columbus from River to Haley (I of II)	\$0	3	Completed, billing competed June 6, 2014 \$26,892
Bakersfield	9/20/2012	MO#12-03	Ped Improve on Brundage from Oleander to "H" (I of II)	\$0	3	Completed, billing competed June 6, 2014 \$20,733
Bakersfield	9/19/2013	MO#13-03	Ped Improve on Columbus from River to Haley (II of II)	\$0	3	Completed, billing competed June 6, 2014 \$60,008
Bakersfield	9/19/2013	MO#13-03	Ped Improve on Brundage from Oleander to "H" (II of II)	\$0	3	Completed, billing competed June 6, 2014 \$46,267
Bakersfield	9/19/2013	MO#13-03	Bike Lane on Akers btwn McKee-Wilson (I of II)	\$112,149	1	Billed \$69,749.24 October 24, 2014 Processed
Bakersfield	9/18/2014	MO#14-04	Bike Lane on Akers btwn McKee-Wilson (II of II)	\$111,051	2	Bid in February 2015
Bakersfield	9/18/2014	MO#14-04	Bike Lane on Haggin Oaks from Ming to Camino Media	\$12,500	2	In Design
Bakersfield	9/18/2014	MO#14-04	SW bike lanes on Various Streets (I of III)	\$48,333	2	In Design
Bakersfield	9/18/2014	MO#14-04	Bike Lanes on Stockdale Highway from Renfro to Allen Road	\$25,100	2	In Design
Bakersfield	9/18/2014	MO#14-04	Bike Lanes on Snow Road from Allen to Norris Road	\$25,200	2	In Design
Bakersfield	9/18/2014	MO#14-04	Countdown heads at 50 locations (I of III)	\$79,060	2	Award in February 2015
California City	9/20/07	MO#07-03	Bike Safety Program	\$1,000	1	
California City	10/15/09	MO#09-01	Hacienda Blvd Phase 1 (I of II)	\$0	3	Completed, Billing Paid \$132,082
California City	10/21/2010	MO#10-03	Hacienda Blvd Phase 1 (II of II)	\$0	3	Completed, Billing Paid \$132,082
California City	10/21/2010	MO#10-03	Hacienda Blvd Phase 2	\$0	3	Completed, Billing Paid \$175,000
				\$1,000		
Delano (No Projects)						
Kern County	9/15/2011	MO#11-01	West Side SR 184 Ped Path DiGiorgio to Collison (I of III)	\$87,000	2	Construction anticipated in Spring 2014
Kern County	9/20/2012	MO#12-03	Ped Improve on Niles from Virginia to Oswell (I of III)	\$51,862	1	Construction anticipated in Fall 2014
Kern County	9/20/2012	MO#12-03	Oak Creek Bikepath from Koch to Deaver (II of II)	\$0	3	Completed Pmt rec'd 8/24/2013 \$135,000
Kern County	9/20/2012	MO#12-03	West Side SR 184 Ped Path DiGiorgio to Collison (II of III)	\$87,000	2	Construction anticipated in Spring 2014
Kern County	9/19/2013	MO#13-03	West Side SR 184 Ped Path DiGiorgio to Collison (III of III)	\$87,000	2	Construction anticipated in Spring 2014
Kern County	9/19/2013	MO#13-03	Ped Improve on Niles from Virginia to Oswell (II of III)	\$146,507	2	Construction anticipated in Fall 2014
Kern County	9/19/2013	MO#13-03	Ped on Niles btwn Lynwood and Morning (I of II)	\$15,000	1	Construction anticipated in Fall 2014
Kern County	9/18/2014	MO#14-04	Ped on Niles btwn Lynwood and Morning (II of II)	\$100,000		
Kern County	9/18/2014	MO#14-04	Ped Improve on Niles from Virginia to Oswell (III of III)	\$146,507		
Maricopa	9/15/2011	MO#11-01	Bike Safety Program	\$1,000	1	
McFarland	9/19/2013	MO#13-03	Bike Safety Projgram	\$1,000	1	Billed 923.99 September 24, 2014, In Process
McFarland	9/19/2013	MO#13-03	Bicycle Parking	\$1,000	1	Billed \$995.16 September 24, 2014 In Process
McFarland	9/18/2014	MO#14-04	Bicycle Parking	\$1,000	1	
McFarland	9/18/2014	MO#14-04	Bike Safety Projgram	\$1,000	1	
McFarland	9/18/2014	MO#14-04	Bike lanes on Mast Street and on Taylor Street	\$24,150	1	
Ridgecrest	9/20/2012	MO#12-03	Bowman Road Bikepath on Richmond (I of II)	\$106,275	2	Project going to design
Ridgecrest	9/19/2013	MO#13-03	Bowman Road Bikepath on Richmond (II of II)	\$156,109	2	

Transportation Development Act Article 3 Program

Project Status

Status Code: 1=Not Started 2=Under Construction 3=Completed

Jurisdiction	Auth. Date	Auth Order	Project Name	Funding	Status Code
Shafter	10/15/2009	MO#09-01	SR 43 Sidewalks from Meyer Ave to Tulare (I of III)	\$25,617	1 Awaiting funding phasing
Shafter	9/20/2012	MO#12-03	SR 43 Sidewalks from Meyer Ave to Tulare (II of III)	\$79,264	1 Awaiting funding phasing
Shafter	9/19/2013	MO#13-03	SR 43 Sidewalks from Meyer Ave to Tulare (III of III)	\$79,264	1
Taft	10/15/2009	MO#09-01	Sunset Railway Rails to Trails Phase 2 (I of III)	\$85,190	2 In Design Billed \$41,493.63 on May 31, 2012
Taft	10/21/2010	MO#10-03	Sunset Railway Rails to Trails Phase 2 (II of III)	\$139,716	2 In Design
Taft	9/15/2011	MO#11-01	Bike Rack at Oil Monument	\$1,000	3 Completed
Taft	9/15/2011	MO#11-01	Sunset Railway Rails to Trails Phase 2 (III of III)	\$139,716	2 In Design
Taft	9/19/2013	MO#13-03	Bike Rack	\$1,000	1
Tehachapi	10/15/2009	MO#09-01	Bicycle Parking Rack	\$1,000	3 Completed, awaiting billing
Tehachapi	10/15/2009	MO#09-01	Bicycle Safety Program	\$1,000	3 Completed, awaiting billing
Tehachapi	10/21/2010	MO#10-03	Bike Rack at Manzanita Park	\$1,000	3 Completed, awaiting billing
Tehachapi	10/21/2010	MO#10-03	Davis Street Sidewalk	\$55,000	2 In Design
Tehachapi	9/20/2012	MO#12-03	Bicycle Master Plan Implementation Phase I	\$160,000	2 Under Construction
Tehachapi	9/20/2012	MO#12-03	Bicycle Safety Program	\$1,000	1
Tehachapi	9/20/2012	MO#12-03	Bicycle Parking Rack	\$1,000	1
Tehachapi	9/19/2013	MO#13-03	Bike Locker at airport	\$2,400	3 Paid Invoice June 6, 2014
Tehachapi	9/18/2014	MO#14-04	Class I bikepath on N. Tehachapi Bvd from Hayes to E. of Stuber (I of III)	\$121,158	1
Wasco	9/15/2011	MO#11-01	Bike Safety Program	\$1,000	3 Partial Payment of \$497 on June 6,2014
Wasco	9/20/2012	MO#12-03	Pedestrian Improvements on 7th Street	\$23,507	3 Completed and paid.
Wasco	9/20/2012	MO#12-03	Bike Safety Program	\$1,000	1
Wasco	9/18/2014	MO#14-04	Bike Safety Program	\$1,000	1

Current as of January 20, 2015



February 4, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Raquel Pacheco,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VIII
PROJECT DELIVERY LETTERS – CMAQ & RSTP

DESCRIPTION:

Presentation of project delivery letters for Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) projects. 16 projects have not yet been submitted for funding authorization representing a total of about \$15.4 million in federal programming.

DISCUSSION:

The Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) projects in fiscal year 14/15 were originally approved by the Kern COG's Board on February 20, 2014. The projects were then incorporated into a Federal Transportation Improvement Program (FTIP) amendment that was federally approved May 12, 2014. The projects were eligible for funding authorization as of October 1, 2014.

Project delivery letters for fiscal year 14/15 were discussed at the December 3, 2014 Transportation Technical Advisory Committee and the January 20, 2015 Project Accountability Team meeting. As part of "Kern COG's Project Delivery Policies and Procedures Chapter 2: Implementation Procedures Overview", local agencies are to submit for funding authorization by the end of January. If an agency does not, then they are required to send a revised submittal schedule to Kern COG. As shown in the summary on the next page, one letter not received represents a total of \$1.8 million in federal programming for the County of Kern CNG coaches. Please submit letter by **February 6th** to meet the February Transportation Planning Policy Committee agenda preparation deadline. In total, 16 projects have not yet been submitted for funding authorization representing a total of about \$15.4 million in federal programming.

Since \$9.3 million of the \$15.4 million identified is for CMAQ projects, there is a need to remind everyone about the Kern COG's Board approved CMAQ Substitution Policy and project list (March 20, 2014). In order not to lose federal-aid CMAQ transportation funding to the Kern region, Kern COG added substitution projects to fiscal year 16/17. The CMAQ Substitution Policy was specific in that the substitution projects were to be advanced within two prior years of the year programmed in order to get funding authorized. If the projects are not advanced, then the project will require a new application to be reviewed, ranked and prioritized as part of the next call for projects.

Project Delivery Policy - Review of Projects in FY 14/15 of the 2015 FTIP	Arvin	Bakersfield	California City	Delano	Golden Empire Transit	Kern COG	Kern County	KCSOS	Maricopa/Caltrans	McFarland	Ridgecrest	Shafter	Taft	Tehachapi	Wasco
No. of projects	1	2	1	3	1	2	12	1	1	2	2	1	2	1	1
Projects submitted or approved	1	2	1	3	0	2	0	0	0	2	2	0	2	1	1
Letters received	0	0	0	0	1	0	11*	1	1	0	0	1	0	0	0
Letters needed	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

*Three letters received from the County of Kern include a total of 11 projects.

Enclosure: Fiscal Year 2014/2015 project list
 Project Delivery Letters
 CMAQ Substitution project list

ACTION: Information.

**Federal Transportation Improvement Program - Fiscal Year 2014/2015
RSTP and CMAQ**

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KCOG	KER140414		IN KERN COUNTY: REGIONAL TRAFFIC COUNT PROGRAM	\$0	\$79,677	\$90,000	Jan 2015	2
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KCSS	KER140505		IN BAKERSFIELD: CNG FUELING STATION EXPANSION	\$0	\$1,222,230	\$1,388,910	June 2015	1
Kern Co.	KER140405		IN KERN COUNTY: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Old River Rd)	\$0	\$5,879,762	\$6,641,762	March 2015	1
Kern Co.	KER140504		IN KERN COUNTY: PURCHASE FOUR REPLACEMENT CNG COACHES	\$0	\$1,830,374	\$2,067,518	Jan 2015	1
Kern Co.	KER140506		IN BAKERSFIELD: GROUPED PROJECTS FOR INTERSECTION SIGNALIZATION (Snow Rd at Coffee, Snow Rd at Calloway)	\$0	\$480,000	\$600,000	March 2015	1
Kern Co.	KER140509		IN KERN COUNTY: GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS (Buena Vista Blvd, Garces Hwy, Rowlee Rd, Heath Rd, Renfro Rd, California City Blvd, Banducci Rd)	\$0	\$5,610,149	\$6,900,000	March 2015	1
Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved.								
2a. Allocation request to CTC.								
A. Amendment pending								
NOTES								

**Federal Transportation Improvement Program - Fiscal Year 2014/2015
RSTP and CMAQ**

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McFarland	KER140510		IN MCFARLAND: ALONG ELMO HWY AND BROWNING RD; PAVE SHOULDERS AND INSTALL CLASS II BIKE LANE FACILITIES	\$28,428	\$0	\$32,112	Jan 2015	3
Ridgecrest	KER140407		IN RIDGECREST: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (S. China Lake: Bowman to College Heights)	\$0	\$89,503	\$101,100	Jan 2015	2
Ridgecrest	KER140512	CML-5385(055)	IN RIDGECREST: NORTH WARNER ST FROM DRUMMOND AVE TO WEST HOWELL AVE; SURFACE UNPAVED STREET	\$40,307	\$0	\$45,530	PE-done	3
Shafter	KER140408		IN SHAFTER: GROUPED PROJECT FOR NON-CAPACITY WIDENING (NO ADDITIONAL TRAVEL LANES) (Tulare Ave)	\$0	\$228,000	\$277,000	Feb 2015	1
State	KER140410		IN MARICOPA: SR 33 AT STANISLAUS ST; INSTALL RECTANGULAR RAPID FLASHING BEACON NEAR PEDESTRIAN CROSSING	\$8,853	\$0	\$10,000	Jan 2015	1
Taft	KER140411		IN TAFT: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Church St)	\$0	\$17,230	\$19,823	Jan 2015	2
Taft	KER140513		IN TAFT: SUPPLY ROW ST BETWEEN S 4TH ST AND S 6TH ST; CONSTRUCT PARK-AND-RIDE	\$86,048	\$0	\$97,197	Jan 2015	2
Tehachapi	KER140412	STPL-5184(024)	IN TEHACHAPI: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Tehachapi Blvd)	\$0	\$20,890	\$24,000	PE-done	3
Wasco	KER140413	STPL-5287(038)	IN WASCO: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (7th St and Central Ave)	\$0	\$46,588	\$52,625	PE-done	3
Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved.								
2a. Allocation request to CTC.								
NOTES	A. Amendment pending							



January 22, 2015

Mr. Ahron Hakimi
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

RECEIVED
JAN 22 2015
KERN COUNCIL
OF GOVERNMENTS

Re: KER 140502 Revised Submittal Schedule

Kern Council of Governments' Project Delivery Policy for local projects requires that agencies submit for funding authorization by the end of the month of January. If an agency does not submit by January, then that agency sends a revised submittal schedule to Kern COG by January 19th. Since Golden Empire Transit District does not plan to submit project KER140502 by the end of January 2015 for funding authorization, the following is provided as Golden Empire Transit District response:

In Bakersfield, Don Hart Drive East and Kroll Way, Construction of Public Transit Center

1. Funding program: Congestion Mitigation Air Quality Program
2. Total cost of project: \$130,985
3. Federal share of project: \$115,960
4. Reason for delay: Suitable California State University Bakersfield on campus locations.
5. Revised submittal date: March 2015

Should you have any questions, contact Steven Woods at 324-9874 or swoods@getbus.org.

Sincerely,

J. Steven Woods, GET Deputy CEO

Cc: Karen King, GET CEO

**KERN COUNTY
ROADS DEPARTMENT
CRAIG M. POPE, P.E., DIRECTOR**



2700 "M" STREET, SUITE 400, BAKERSFIELD, CA 93301-2370
Phone: (661) 862-8850
FAX: (661) 862-8851
Toll Free: (800) 552-5376 Option 5
TTY Relay: (800) 735-2929
email: roads@co.kern.ca.us
website: www.co.kern.ca.us/roads

RECEIVED
JAN 22 2015

KERN COUNCIL
OF GOVERNMENTS

January 22, 2015

Mr. Ahron Hakimi
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

Re: KER140405 Revised Submittal Schedule

Kern Council of Governments' Project Delivery Policy for local projects requires that agencies submit for funding authorization by the end of the month of January. If an agency does not submit by January, then that agency sends a revised submittal schedule to Kern COG by January 19th. Since the County of Kern does not plan to submit project KER140405 by the end of January for funding authorization, the following is provided as the County of Kern response:

In Kern County: Grouped Project for Pavement Resurfacing and/or Rehabilitation (Old River Road)

- Funding program: Regional Surface Transportation Program
- Total cost of project: \$6,641,742
- Federal share of project: \$5,879,762
- Reason for delay: Plans and Specifications are not prepared
- Revised submittal date: March 2015

Should you have any questions, contact Lynn Brooks at (661) 862-8872 or brooksl@co.kern.ca.us.

Best Regards,

A handwritten signature in black ink that reads "Lynn H. Brooks".

Lynn H. Brooks, PE
Manager, Project Engineering

Cc: MBL,CMP,BN

**KERN COUNTY
ROADS DEPARTMENT
CRAIG M. POPE, P.E., DIRECTOR**

2700 "M" STREET, SUITE 400, BAKERSFIELD, CA 93301-2370
Phone: (661) 862-8850
FAX: (661) 862-8851
Toll Free: (800) 552-5376 Option 5
TTY Relay: (800) 735-2929
email: roads@co.kern.ca.us
website: www.co.kern.ca.us/roads



January 22, 2015

Mr. Ahron Hakimi
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

RECEIVED
JAN 22 2015

KERN COUNCIL
OF GOVERNMENTS

Re: KER140506 Revised Submittal Schedule

Kern Council of Governments' Project Delivery Policy for local projects requires that agencies submit for funding authorization by the end of the month of January. If an agency does not submit by January, then that agency sends a revised submittal schedule to Kern COG by January 19th. Since the County of Kern does not plan to submit project KER140506 by the end of January for funding authorization, the following is provided as the County of Kern response:

In Kern County: Grouped Project for Intersection Signalization (Snow Road @ Coffee, Snow Road @ Calloway)

- Funding program: Congestion Mitigation/Air Quality
- Total cost of project: \$600,000
- Federal share of project: \$480,000
- Reason for delay: Plans and Specifications are not prepared
- Revised submittal date: March 2015

Should you have any questions, contact Lynn Brooks at (661) 862-8872 or brooksl@co.kern.ca.us.

Best Regards,

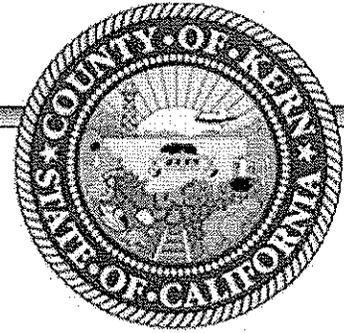
A handwritten signature in black ink that reads "Lynn H. Brooks".

Lynn H. Brooks, PE
Manager, Project Engineering

Cc: MBL,CMP,BN

**KERN COUNTY
ROADS DEPARTMENT
CRAIG M. POPE, P.E., DIRECTOR**

2700 "M" STREET, SUITE 400, BAKERSFIELD, CA 93301-2370
Phone: (661) 862-8850
FAX: (661) 862-8851
Toll Free: (800) 552-5376 Option 5
TTY Relay: (800) 735-2929
email: roads@co.kern.ca.us
website: www.co.kern.ca.us/roads



RECEIVED
JAN 22 2015

January 22, 2015

Mr. Ahron Hakimi
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

KERN COUNCIL
OF GOVERNMENTS

Re: KER140509 Revised Submittal Schedule

Kern Council of Governments' Project Delivery Policy for local projects requires that agencies submit for funding authorization by the end of the month of January. If an agency does not submit by January, then that agency sends a revised submittal schedule to Kern COG by January 19th. Since the County of Kern does not plan to submit project KER140509 by the end of January for funding authorization, the following is provided as the County of Kern response:

In Kern County: Grouped Project for Shoulder Improvements

- Funding program: Congestion Mitigation/Air Quality
- Total cost of project: \$6,900,000
- Federal share of project: \$5,610,149
- Reason for delay: Plans and Specifications are not prepared, Revising the list of projects
- Revised submittal date: March 2015

Should you have any questions, contact Lynn Brooks at (661) 862-8872 or brooksl@co.kern.ca.us.

Best Regards,

A handwritten signature in black ink that reads "Lynn H. Brooks".

Lynn H. Brooks, PE
Manager, Project Engineering

Cc: MBL,CMP,BN

Kern County
**Superintendent
of Schools**

Office of Christine Lizardi Frazier ...advocates for children

December 22, 2014

RECEIVED
JAN 20 2015
KERN COUNCIL
OF GOVERNMENTS

Mr. Ahroni Hakimi
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

Re: [KER140505] Revised Submittal Schedule

Dear Mr. Hakimi:

This letter provides an update on Project KER140505 and a revised schedule. Kern Council of Governments' Project Delivery Policy for local projects requires that agencies submit for funding authorization by the end of the month of January. If an agency does not submit by January, then that agency is requested to send a revised submittal schedule to Kern COG by January 19th. Since Kern County Superintendent of Schools does not plan to submit project KER140505 by the end of January for funding authorization, the following is provided as an update of KCSOS progress, reasons for the delay and anticipated timeline for receiving the E76.

[Kern County Superintendent of Schools CNG Station Expansion]

- Funding program: Congestion Mitigation Air Quality (CMAQ)
- Total cost of project: \$1,388,910
- Federal share of project: \$1,222,230
- KCSOS has been working closely with CALTRANS to complete all necessary forms. One of these forms requires an environmental review. To complete the paperwork, KCSOS has hired an engineer and started the environmental study phase of the project.
- Reason for delay: Extra time is now needed to complete the required environmental study (i.e., NEPA study which will take approximately 150 days).
- CALTRANS and KCSOS have been communicating on next steps after this process is completed. Based on this communication, KCSOS anticipates receiving an E76 before June, 2015.

Should you have any questions, contact Sarah Baron at 661-636-4374 or sabaron@kern.org.

Sincerely,



Sarah Baron
Grant Development Director

January 21, 2015

RECEIVED
JAN 22 2015

Mr. Ahron Hakimi
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

KERN COUNCIL
OF GOVERNMENTS

Re: KER140410 – "In Maricopa: SR 33 at Stanislaus St; Install Rectangular Rapid Flashing Beacon near Pedestrian Crossing" - Revised Submittal Schedule

Kern Council of Governments' Project Delivery Policy for local projects requires that agencies submit for funding authorization by the end of the month of January. If an agency does not submit by January, then that agency sends a revised submittal schedule to Kern COG by January 19th. Caltrans, on behalf of the City of Maricopa, does not plan to submit a \$10,000 preliminary engineering authorization request for project KER140410 (currently programmed in 2014-15) by the end of January for funding authorization. Caltrans has used its own resources for this phase.

Project Description: In Maricopa: SR 33 at Stanislaus St; Install Rectangular Rapid Flashing Beacon near Pedestrian Crossing

- Funding program: Regional Surface Transportation Program
- Total programmed for Preliminary Engineering: \$10,000
- Federal share of project: \$ 8,853
- Reason for delay: Caltrans is billing their own internal resources to design this project
- Revised submittal date: None

Should you have any questions, contact Earle M. Jones at (559) 243-3471 or earle.jones@dot.ca.gov.

Sincerely,





336 Pacific Avenue · Shafter, California 93263

January 9, 2015

Mr. Ahron Hakimi
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

RECEIVED
JAN 12 2015
KERN COUNCIL
OF GOVERNMENTS

RE: KER140408 REVISED SUBMITTAL SCHEDULE

Dear Mr. Hakimi:

Kern Council of Governments' Project Delivery Policy for local projects requires that agencies submit for funding authorization by the end of the month of January. If an agency does not submit by January then that agency sends a revised submittal schedule to Kern COG by January 19th. Since the City of Shafter does not plan to submit project KER140408 by the end of January for funding authorization, the following is provided as our response:

Project Description:

Resurface and widen Tulare Avenue between North Reiker Street and State Route 43

- **Funding Program:** Regional Surface Transportation Program
- **Total Cost of Project:** \$277,000 (FY 14/15)
- **Federal Share of Project:** \$228,000 (FY 14/15)
- **Reason for Delay:** Expanding project work scope and design to accommodate expedited project section procedures for 15/16 allocation (KER 140409) that will merge it with 14/15 allocation (KER 140408).
- **Revised Submittal Date:** February 27, 2015

Should you have any questions, contact Michael James by phone at (661)746-5002 or via email at mjames@shafter.com. Thank you.

Sincerely,

Michael James
Public Works Director

**Federal Transportation Improvement Program - Fiscal Year 2016/2017
CMAQ Substitution Project List**

Lead	PIN	Project No./ Grant No.	Description	Federal FY 16/17 PE	Federal FY 16/17 CON	FY 16/17 Total	Note
Delano	KER140521		IN DELANO: GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS	\$0	\$746,816	\$843,575	1
GET	KER140522		IN BAKERSFIELD: PURCHASE OF FIVE REPLACEMENT CNG BUSES	\$0	\$2,500,000	\$2,823,902	1
Kern Co.	KER140514		IN TEHACHAPI: UMTALI RD FROM UMFALOZI RD TO SAND CANYON RD; SURFACE UNPAVED STREET	\$0	\$1,000,000	\$1,250,000	1
Kern Co.	KER140515		IN INYOKERN: NEAL RD FROM SR 395 TO BROWN RD; SURFACE UNPAVED STREET	\$0	\$760,000	\$950,000	1
Kern Co.	KER140516		NEAR BUTTONWILLOW: SULLIVAN RD FROM CANNON ST TO BUSSELL RD; SURFACE UNPAVED STREET	\$0	\$400,000	\$500,000	1
Kern Co.	KER140517		NEAR BUTTONWILLOW: CANNON ST FROM SR58 TO SULLIVAN RD; SURFACE UNPAVED STREET	\$0	\$400,000	\$500,000	1
Ridgecrest	KER140520		IN RIDGECREST: GRAAF AVE FROM NORTH SIERRA VIEW TO NORTH NORMA ST; SURFACE UNPAVED STREET	\$15,294	\$87,912	\$116,578	2,1
Wasco	KER140523		IN WASCO: PURCHASE REPLACEMENT CNG REFUSE TRUCK	\$0	\$276,190	\$311,974	2
NOTES Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved. 2a. Allocation request to CTC. A. Amendment pending							



February 4, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

BY: Troy Hightower,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: IX
NEW STATE STRATEGIC GROWTH COUNCIL GRANT

DESCRIPTION:

The Strategic Growth Council (SGC) received \$130 million from the Greenhouse Gas Reduction Cap and Trade program for administering the Affordable Housing and Sustainable Communities (AHSC) Program. An SGC workshop is scheduled for February 9, at Kern COG. Concept grant proposals are due February 19, 2015, and final proposals are due April 15, 2015.

DISCUSSION:

Below is a brief highlight of the most relevant Assembly and Senate Bills related to Cap and Trade funding opportunities:

SB 375 (2008)	Sustainable Communities and Climate Protection Act
SB 535 (2012)	Requires that auction proceeds benefit and invest in disadvantaged communities.
SB 862 (2014)	Creates the Affordable Housing and Sustainable Communities Program

To comply with SB 535, the Office of Environmental Health Hazard Assessment (OEHHA), on behalf of the California Environmental Protection Agency (CalEPA), created the California Communities Environmental Health Screening Tool: CalEnviroScreen Version 2.0. CalEnviroScreen is a screening methodology that can be used to help identify California communities that are disproportionately burdened by multiple sources of pollution. The press release stated: "The tool will be used to inform the investment of state cap-and-trade funds specifically targeted for Disadvantaged Communities." A large portion of Kern County has been designated as Disadvantage.

CalEnviroScreen maps of Bakersfield and Kern County and the methodology/scoring chart are attached. More information on CalEnviroScreen can be found at: <http://www.oehha.ca.gov/ej/ces2.html> .

The purpose of the AHSC program is to invest in projects that reduce greenhouse gas emissions (GHG) by creating the following:

- More compact infill development patterns
- Integrating affordable housing
- Encouraging active transportation and mass transit usage
- Protecting agricultural land from sprawl development

The guidelines for the AHSC program were approved by the Strategic Growth Council Board on January 20, 2015. The following is the development schedule:

January 26, 2015	Notice of Funding Availability (NOFA) Funding Released
February 9, 2015	NOFA Workshop and Technical Assistance to be held at Kern COG (Notice attached)
February 19, 2015	Concept Proposal Due to HCD
March 11, 2015	Invitation to Select Applicants to Submit Full Application
April 15, 2015	Full Applications Due to HCD
June 2015	SGC Council Approves Staff Recommendations for Awards

Information about the SGC programs and guidelines for the Affordable Housing and Sustainable Communities Program can be found at: <http://sgc.ca.gov/> and http://www.sgc.ca.gov/s_ahscprogram.php. Final AHSC guidelines are now available on line at http://www.sgc.ca.gov/docs/AHSC-FINAL_GUIDELINES.pdf.

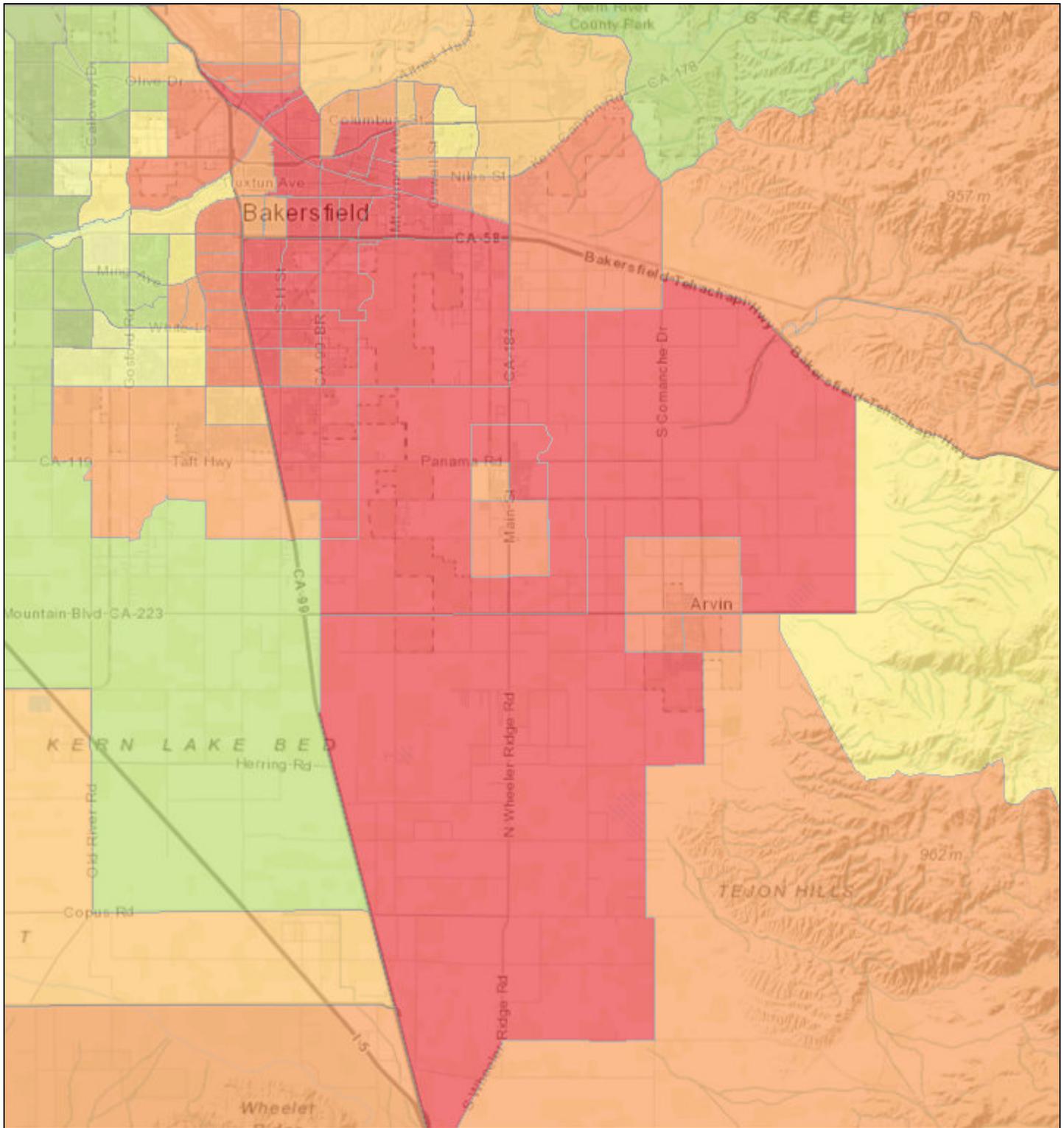
Kern COG staff is considering submitting a regional application and is requesting partnerships with interested jurisdictions, as well as letters of support for the project proposal. A sample support letter is attached.

ACTION: Information. Member agencies and stakeholders are requested to provide letters of support for a regional application using the attached sample.

Attachments:

1. Cal EnviroScreen Maps and Methodology
2. SGC workshop flyer
3. Sample letter of support

CalEnviroScreen 2.0 results

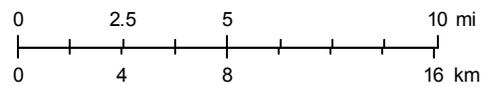
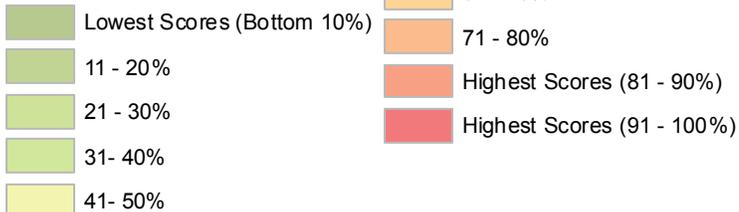


August 19, 2014

1:288,895

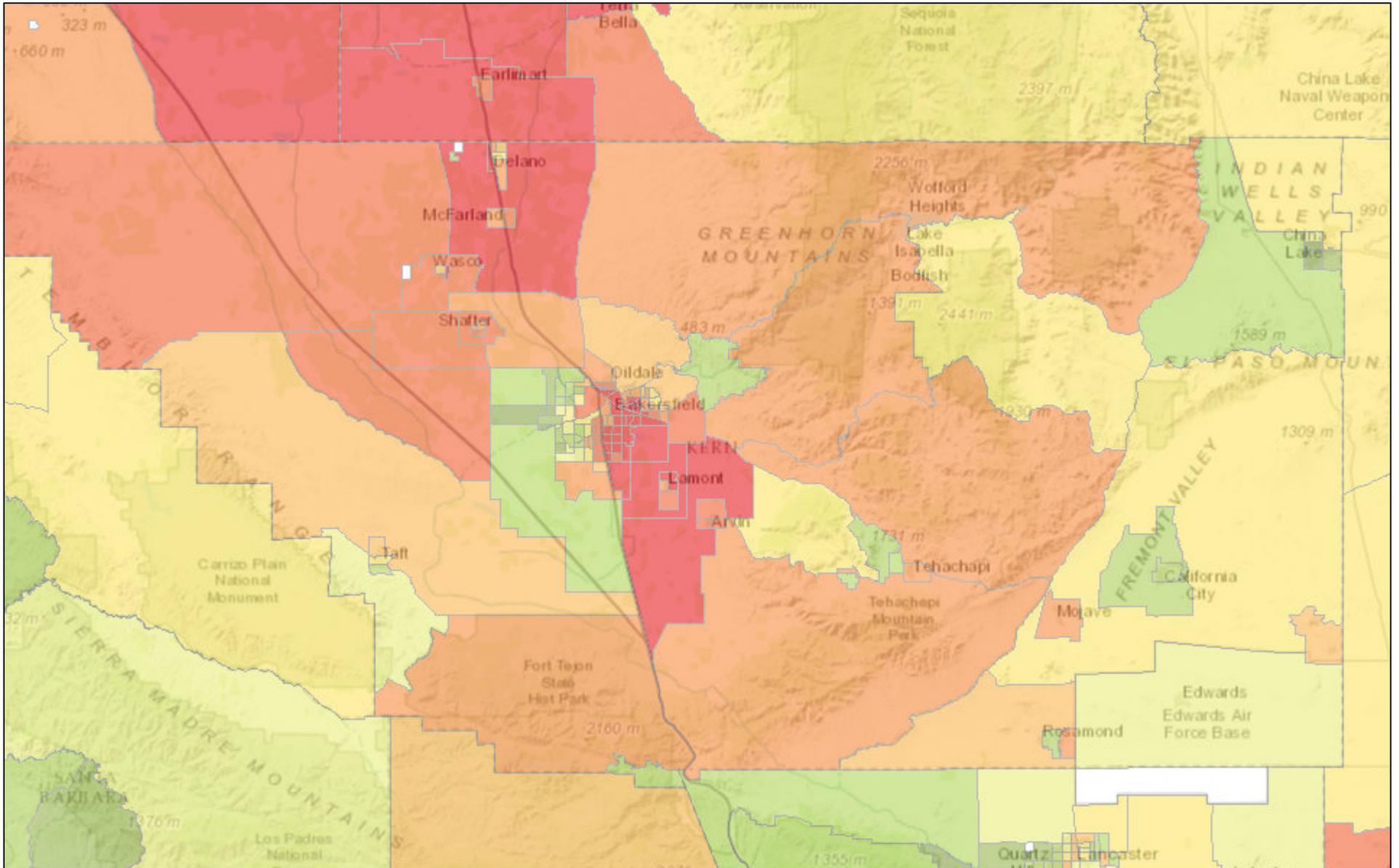
CalEnviroScreen 2.0 all results

CI10grps_1



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

CalEnviroScreen 2.0 results



August 19, 2014

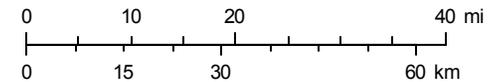
CalEnviroScreen 2.0 all results

CI10grps_1

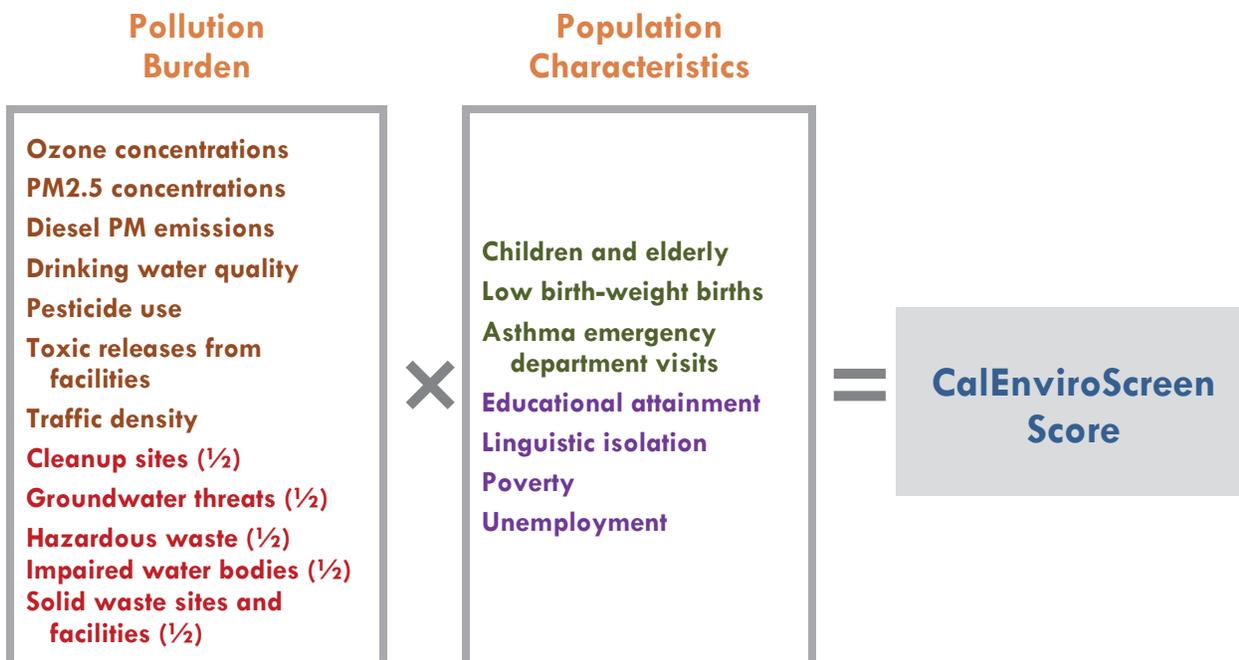
Lowest Scores (Bottom 10%)



1:1,155,581



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL,



CalEnviroScreen Score and Maps

The overall CalEnviroScreen score is calculated from the Pollution Burden and Population Characteristics groups of indicators by multiplying the two scores. Since each group has a maximum score of 10, the maximum CalEnviroScreen Score is 100.

The geographic areas are ordered from highest to lowest, based on their overall score. A percentile for the overall score is then calculated from the ordered values. As for individual indicators, a geographic area’s overall CalEnviroScreen percentile equals the percentage of all ordered CalEnviroScreen scores that fall below the score for that area.

Maps are developed showing the percentiles for all the census tracts of the state. Maps are also developed highlighting the census tracts scoring the highest.

Uncertainty and Error

There are different types of uncertainty that are likely to be introduced in the development of any screening method for evaluating pollution burden and population vulnerability in different geographic areas. Important ones are:

- The degree to which the data that are included in the model are correct.
- The degree to which the data and the indicator metric selected provide a meaningful measure of the pollution burden or population vulnerability.
- The degree to which data gaps or omissions influence the results.

Efforts were made to select datasets for inclusion that are complete,

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM WORKSHOP NOTICE

This round of SGC workshops will be comprised of an informational presentation and overview on the Affordable Housing and Sustainable Communities Program, including requirements to submitting a concept proposal. Small group or one-on-one consultation (depending on volume of requests) with AHSC Program staff will also be available to discuss project eligibility. To register for a workshop or request a consultation, please click on the registration links below.

Consultations will take place on the same day of the informational presentation at each location from 1-5 pm, and are intended to focus on projects that are ready to apply for 2014-15 AHSC funding. Exact time of consultation will be provided in advance of each workshop. SGC staff will attempt to provide consultations to all who request one, however, priority will be given to applicants proposing projects to benefit Disadvantaged Communities. **For more information on how to determine project eligibility to benefit a Disadvantaged Community, please see page two of this Notice.**

All workshops will follow the same time frame:

9:30 am to 11:30 am: Informational Presentation

1:00 pm to 5:00 pm: 30-minute small group or one-on-one consultations

WORKSHOP LOCATIONS

(exact locations are currently being arranged and will be announced by the end of January)

SAN DIEGO

Wednesday, February 4
Click [here](#) to register

SAN BERNARDINO

Thursday, February 5
Click [here](#) to register

LOS ANGELES

Friday, February 6
Click [here](#) to register

BAKERSFIELD

Monday, February 9
Click [here](#) to register

STOCKTON

Tuesday, February 10
Click [here](#) to register

OAKLAND

Wednesday, February 11
Click [here](#) to register

Agenda and meeting materials will be posted prior to the workshops. Please limit registrations to no more than two people per organization in order to allow representatives from other entities to attend. If you have any questions, please contact Kim Danko at 916-324-9766 or kim.danko@sgc.ca.gov. If you would like to request translation services, please contact Kim by Feb 1.

Instructions to determine Disadvantaged Community prioritization for AHSC Program consultations

Potential applicants will indicate whether they are applying for a project to benefit a Disadvantaged Community when registering using the links on page one of this Notice. To search Disadvantaged Community census tracts, click [here](#). (If the project location selected appears in red on the map, it is in the top 25% of CalEnviroScreen census tracts. Click on the map, and the census tract number will appear. For projects where the majority (50% or more) is not located within a Disadvantaged Community, but meets one of the criteria detailed below, please use the census tract/s of the Disadvantaged Community/Communities your proposed project will benefit.

Affordable Housing and Sustainable Communities Projects: Projects will achieve GHG reductions by reducing vehicle miles travelled (e.g., increasing accessibility of housing, employment centers, and key destinations via low-carbon transportation options such as walking, biking, and transit).

CRITERIA TO EVALUATE PROJECTS

Step 1 – Located Within: Evaluate the project to see if it meets at least one of the following criteria for being located in a Disadvantaged Community census tract and provides a desirable benefit to a Disadvantaged Community.

Project must meet the following criteria focused on reducing passenger vehicle miles travelled, while addressing housing needs and other regional planning objectives for Disadvantaged Community residents:

- A. A majority (50%+) of the project is within one or more Disadvantaged Communities and reduces vehicle miles travelled, and the project is designed to avoid displacement of Disadvantaged Community residents and businesses.

Step 2 – Provides Benefits To: If the project does not meet the above criteria for “located within,” evaluate the project to see if it meets at least one of the following criteria for providing a desirable benefit to a Disadvantaged Community.

Project must meet at least one of the following criteria focused on reducing passenger vehicle miles travelled, while addressing housing needs and other regional planning objectives for Disadvantaged Community residents:

- A. Project is within ½ mile of a Disadvantaged Community and reduces vehicles miles travelled, and is designed to avoid displacement of Disadvantaged Community residents and businesses.
- B. Project includes recruitment, agreements, policies or other approaches that result in at least 25% of project work hours performed by residents of a Disadvantaged Community.
- C. Project includes recruitment, agreements, policies or other approaches that result in at least 10% of project work hours performed by residents of a Disadvantaged Community participating in job training programs which lead to industry-recognized credentials or certifications.

BAKERSFIELD OFFICE

1115 TRUXTON AVE., ROOM 505
BAKERSFIELD, CA 93301
PHONE (661) 868-3690
FAX (661) 868-3645
district5@co.kern.ca.us



LAMONT/ARVIN OFFICE

12014 MAIN STREET
LAMONT, CA
PHONE (661) 868-5815
FAX (661) 868-5844
www.co.kern.ca.us/bos/dist5

LETICIA PEREZ
SUPERVISOR - FIFTH DISTRICT

October 31, 2014

Ahron Hakimi
Executive Director
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

Re: Support for Kern Council of Governments submittal for FTA Section 5304 funding to prepare a South Kern Regional Multi-modal Transportation Study

Dear Mr. Hakimi:

The County of Kern is pleased to support Kern Council of Governments' (Kern COG) in its application for FTA Section 5304 funding to prepare a South Kern Regional Multi-modal Transportation Study for the city of Arvin, communities of Lamont and Greenfield, and the southern portion of Kern County. These disadvantaged communities also include the area of the new Federally recognized Tejon Tribe.

In September 2009, Kern COG published its Arvin/Lamont/Bakersfield Corridor Transit Development Plan. The proposed Study is consistent with and will support the transit development plan. The Study is also consistent with the recently adopted 2014 Kern Regional Transportation Plan and Sustainable Communities Strategy.

As Supervisor for Kern County's 5th District, I know firsthand the needs of the Arvin, Lamont, Greenfield and southern Kern County. This study on transportation is essential in connecting these communities to education, jobs, resources and services. The County of Kern hopes that your proposed application receives favorable consideration. We welcome the opportunity to assist Kern COG in its planning efforts that benefit the city of Arvin, communities of Lamont and Greenfield, and the southern portion of Kern County.

Sincerely,

A handwritten signature in black ink, appearing to be "Leticia Perez", written over a large, stylized initial "P".

LETICIA PEREZ
Supervisor - Fifth District

KERN COUNCIL OF GOVERNMENTS
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE AND
CONGESTION MANAGEMENT AGENCY TECHNICAL ADVISORY COMMITTEE

KERN COG CONFERENCE ROOM
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA

WEDNESDAY
March 4, 2015
10:00 A.M.

I. ROLL CALL:

- II. PUBLIC COMMENTS:** This portion of the meeting is reserved for persons to address the Committee on any matter not on this agenda but under the jurisdiction of the Committee. Committee members may respond briefly to statements made or questions posed. They may ask a question for clarification; make a referral to staff for factual information or request staff to report back to the Committee at a later meeting. **SPEAKERS ARE LIMITED TO TWO MINUTES. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD PRIOR TO MAKING A PRESENTATION.**

Disabled individuals who need special assistance to attend or participate in a meeting of the Transportation Technical Advisory Committee may request assistance at 1401 19th Street, Suite 300; Bakersfield CA 93301 or by calling (661) 861-2191. Every effort will be made to reasonably accommodate individuals with disabilities by making meeting material available in alternative formats. Requests for assistance should be made at least three (3) working days in advance whenever possible.

III. APPROVAL OF DISCUSSION SUMMARY: Meeting of Wednesday, February 23, 2015

IV. FY 2015/2016 TRANSPORTATION DEVELOPMENT ACT APPORTIONMENT ESTIMATE (Snoddy)

Comment: The total Transportation Development Act (TDA) funding for fiscal year 2015/2016 is estimated to be \$44,845,223.

Action: Information

V. 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM – FINAL AMENDMENT NO. 4 (Pacheco)

Comment: The amendment was circulated to the Transportation Technical Advisory Committee via email February 6, 2015. The public review period began February 8, 2015. Draft document is available at www.kerncog.org.

Action: Recommend approval of the 2015 Federal Transportation Improvement Program Amendment No. 4 to the Transportation Planning Policy Committee.

VI. PROJECT DELIVERY PRESENTATIONS – CMAQ & RSTP (Pacheco)

Comment: Presentations will be provided by agencies with Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) projects that as of January 31, 2015 had not yet been submitted for funding authorization.

Action:

1. Recommend that the Transportation Planning Policy Committee deprogram the projects presented in this staff report; or
2. Recommend that the Transportation Planning Policy Committee implement the Kern COG Policies and Procedures by taking action at the April 16, 2015 to deprogram projects presented in this staff report; or

3. Recommend that no action be taken because the projects presented in this staff report are no longer subject to deprogramming because they have all been submitted for funding authorization.

VII. 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (Stramaglia)

Comment: The Kern Council of Governments anticipates formulating its 2016 Regional Transportation Improvement Program (2016 RTIP) this year to further advance projects of regional significance. KCOG staff expects to adopt the 2016 RTIP in November 2015 and then submit the program of projects to the California Transportation Commission by December 2015 as prescribed by state law.

Action: Information

VIII. KCOG PROJECT DELIVERY POLICY AND PROCEDURES UPDATE FOR ACTIVE TRANSPORTATION PROGRAM (Stramaglia)

Comment: The California Transportation Commission (CTC) is updating State Active Transportation Program (ATP) guidelines for the Cycle 2 call for bike and pedestrian projects, prompting a potential update to the Kern COG Project Delivery Policy and Procedures ATP chapter.

Action: Information

IX. TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 (TDA-3) PROGRAM BICYCLE PARKING FUNDING LIMITS CHANGE (Smith)

Comment: A request from a COG board member has been received to raise the funding limits for the bicycle parking element of the TDA-3 program.

Action: Recommend approval by the Transportation Planning Policy Committee.

X. MEMBER ITEMS

XI. ADJOURNMENT

The next scheduled meeting of the Transportation Technical Advisory Committee will be Wednesday April 1, 2014.

KERN COUNCIL OF GOVERNMENTS
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE AND
CONGESTION MANAGEMENT AGENCY TECHNICAL ADVISORY COMMITTEE

KERN COG CONFERENCE ROOM
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA

WEDNESDAY
February 4, 2015
10:00 A.M.

Chairman Schlosser called the meeting to order at approximately 10 a.m. A “sign-in” sheet was provided.

I. ROLL CALL

MEMBERS PRESENT:

Dennis Speer	City of Ridgecrest
Wayne Clausen	City of Shafter
Joe West	NOR/CTSA
Paul Marquez	Caltrans
Ted Wright	City of Bakersfield
Pedro Nunez	City of Delano
Jay Schlosser	City of Tehachapi
Bob Wren	City of Wasco
Craig Platt	City of California City
Robert Ruiz	City of Arvin
Dennis McNamara	City of McFarland
Craig Jones	City of Taft
Steve Woods	GET
Bob Neath	County of Kern

STAFF:

Ahron Hakimi	Kern COG
Peter Smith	Kern COG
Rob Ball	Kern COG
Raquel Pacheco	Kern COG
Tami Popek	Kern COG

OTHER:

Miguel Barcenas	City of Arvin
Christy Lowe	City of Taft
Viviana Zamora	City of Delano
Heather Ellison	Quad Knopf

- II. PUBLIC COMMENTS:** This portion of the meeting is reserved for persons to address the Committee on any matter not on this agenda but under the jurisdiction of the Committee. Committee members may respond briefly to statements made or questions posed. They may ask a question for clarification; make a referral to staff for information or request staff to report to the Committee at a later meeting.

SPEAKERS ARE LIMITED TO TWO MINUTES. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD PRIOR TO MAKING A PRESENTATION.

There were no public comments.

III. APPROVAL OF DISCUSSION SUMMARY: Meeting of December 3, 2014 there was a motion by Mr. Clausen to recommend approval of the discussion summary. Mr. Wright seconded the motion.

IV. FISCAL YEAR 2014-15 TRANSPORTATION DEVELOPMENT ACT (TDA) PUBLIC TRANSIT CLAIM – CITY OF RIDGECREST FOR \$467,280

Mr. Snoddy presented the Fiscal Year FY 2014-15 Transportation Development Act Public Transit claim for the City of Ridgecrest for \$467,280.

The action requested is to review FY 2014-15 TDA Public Transit Claim for the City of Ridgecrest in the amount of \$467,280 and recommend approval to the Transportation Planning Policy Committee. Mr. Clausen made a motion to recommend to the Transportation Planning Policy Committee. Mr. Wright seconded the motion.

V. FISCAL YEAR 2014-15 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS CLAIM – CITY OF RIDGECREST FOR \$709,220

Mr. Snoddy presented the Fiscal Year 2014-15 Transportation Development Act Streets and Roads claim for the City of Ridgecrest for \$709,220.

The action requested is to review FY 2014-15 TDA Streets and Roads Claim for the City of Ridgecrest for \$709,220 and recommend approval to the Transportation Planning Policy Committee. Mr. Clausen made a motion to recommend to the Transportation Planning Policy Committee. Mr. Wright seconded the motion.

VI. ACTIVE TRANSPORTATION PROGRAM

Mr. Smith stated that the Active Transportation Program's (ATP) purpose is to encourage increased use of active modes of transportation. Information. Mr. Smith advised that member agencies and stakeholders are requested to provide letters of support for a regional application using the attached sample.

This item was for information only.

VII. PROJECT ACCOUNTABILITY TEAM REPORT

Ms. Pacheco stated that the highlights from the January 20th meeting, include the 2015 FTIP Amendment No. 2, which included the Cycle 1 Kern COG regional list of ATP projects, was submitted for approval on January 20, 2015. Amendment No. 2 received state approval on January 22nd and is awaiting federal approval. Ms. Pacheco advised that according to the Draft Cycle 2 ATP Guidelines, ATP Cycle 2 call for projects will be announced March 26, 2015 and the application deadline is June 1, 2015. Lastly, as of January 23, 2015 only 22% of projects have approved funding authorization.

This item was for information only.

VIII. PROJECT DELIVERY LETTERS – CMAQ & RSTP

Ms. Pacheco stated that there is \$15.4 million in Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) not yet submitted for funding authorization. Per "Kern COG's Project Delivery Policies and Procedures", local agencies are to submit for funding authorization by the end of January. If an agency does not, then they are required to send a revised submittal schedule to Kern COG. As shown in the summary provided, one letter not received

represents a total of \$1.8 million in federal programming for the County of Kern CNG coaches. County of Kern staff has contacted Kern COG to know how to process the funding authorization request. Kern COG staff has since learned from Caltrans that the FTA Section 5311 applications for fiscal year 14/15 are not yet available but should be available in two weeks.

In total, 16 CMAQ and RSTP projects have not yet been submitted for funding authorization representing a total of about \$15.4 million in federal programming. Since \$9.3 million of the \$15.4 million identified is for CMAQ projects, there is a need to remind everyone about the Kern COG's Board approved CMAQ Substitution Policy and project list (March 20, 2014). Kern COG added substitution projects to avoid losing any CMAQ funding to the Kern region. So if you have a CMAQ substitution project, now is the time to deliver your project since there is \$9.3 million in CMAQ not yet submitted for funding authorization.

TTAC members questioned if the \$9.3 million of Congestion Mitigation Air Quality (CMAQ) funding identified in the staff report was available for new projects. Ms. Pacheco responded that the \$9.3 million identified was for programmed CMAQ projects in fiscal year 14/15 not yet submitted for funding authorization.

TTAC members questioned the need for CMAQ Substitution projects. Ms. Pacheco responded that as part of the last CMAQ call for projects, the Kern COG Board adopted a CMAQ Substitution Policy and project list to avoid any loss of federal funding to the Kern region. The CMAQ Substitution projects are programmed in the current Federal Transportation Improvement Program.

TTAC members wanted to know when they should start delivering CMAQ substitution projects. Kern COG staff responded that now was the time. Even if the \$9.3 million in CMAQ identified received funding approval this fiscal year, Kern COG staff encourages agencies to go after funding from other regions statewide that are not delivering.

The TTAC Chairman suggested that the agencies that have not submitted for funding authorization should make a presentation at the March 4, 2015 TTAC meeting: 1. Stating where the agency is in the delivery process; and 2. If the agency feels that they can deliver the project. There was agreement from the committee to have Ms. Pacheco invite project managers to the March 4, 2015 TTAC meeting and be prepared to present on status of their project. Ms. Pacheco added that the TTAC forum is the ideal place for agencies to discuss their challenges so that the committee can help provide solutions that will allow the agency to deliver their project.

TTAC members requested Ms. Pacheco, as part of the March staff report, provide the CMAQ project list for fiscal year 15/16 to see if any agency on that list may be ready to advance to fiscal year 14/15.

This item was for information only.

IX. NEW STATE STRATEGIC GROWTH COUNCIL GRANT

Mr. Hightower stated that the Strategic Growth Council (SGC) received \$130 million from the Greenhouse Gas Reduction Cap and Trade program for administering the Affordable Housing and Sustainable Communities (AHSC) Program. An SGC workshop is scheduled for February 9, at Kern COG.

Mr. Hightower advised that concept grant proposals are due February 19, 2015, and final proposals are due April 15, 2015.

Mr. Hightower answered questions from the committee.

This item was for information only.

IX B. ONE WEEK TO PROGRAM RESIDUAL TRANSIT 1B BOND FUNDS (PTMISEA) FROM REST OF THE STATE

Mr. Snoddy stated that Caltrans contacted Kern COG on Friday, January 30, 2015, that approximately \$180,557 in statewide residual funds were available to the Kern region as part of a pro-rata statewide distribution. An allocation request form with a project list from Kern COG is due to Caltrans Friday, February 6, 2015.

There was a discussion amongst the group on the various options to secure the funding.

Mr. Wright suggested using the funds for a park and ride that the City of Bakersfield is proposing.

Chairman Schlosser stated after the discussion there were two options available.

- 1) Distribute the funds based upon the percentages available.
- 2) Using the funds for the City of Bakersfield's Park and Ride project.

The action requested is to recommend an option to secure funding. Mr. Clausen made a motion, as recommended by the Chairman, that the approximate \$195,000 in residual funds would be allocated to each of the member agencies, based on the ratio provided in the final sheet of the staff report, subject to each agency submitting their revised application for their apportioned amount, by 5:00 pm on February 5th. If an application from an agency is not received by 5:00 pm on February 5th, Kern COG at their own discretion would reallocate that agency's funds to Kern Regional Transit or to an agency of their discretion.

Mr. Neath seconded the motion.

All committee members voted yes, to distribute funds based upon the percentages available. With the exception of Mr. Wright, who voted no.

X. MEMBER ITEMS

Mr. Marquez handed out a questionnaire and asked to collect them at the next TTAC meeting.

Mr. Smith stated at the GET Board meeting, Mr. Jim Hunter was appointed as the Member at large.

Mr. Hightower stated that Kern COG along with Kern Transit and the City of Bakersfield, is conducting a metropolitan transit center study. A public workshop is scheduled for Thursday, February 26th at the Beale library.

XI. ADJOURNMENT

With no further business the TTAC adjourned at 11:10 am. The next scheduled meeting of the TTAC will be March 4, 2015.



March 4, 2015

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

BY: Robert M. Snoddy
Regional Planner

SUBJECT: TTAC AGENDA ITEM: IV
FY 2015/2016 TRANSPORTATION DEVELOPMENT ACT
APPORTIONMENT ESTIMATE

DESCRIPTION:

The total Transportation Development Act (TDA) funding for fiscal year 2015/2016 is estimated to be \$44,845,223.

DISCUSSION:

Based upon funding estimates prepared by the Kern County Auditor-Controller for the Local Transportation fund #24075 and by the Controller of the State of California for the State Transit Assistance Fund #24076, Kern COG anticipates TDA funding for 2015/2016 to be as follows:

<u>Fund</u>	<u>FY 2014/15 Amount</u>	<u>FY2015/16 Amount</u>	<u>Percent Inc. (Decr.)</u>
Local Transportation Fund #24075	\$36,746,570	\$40,030,511	8.3%
State Transit Assistance Fund #24076	\$4,633,636	\$4,814,712	3.8%
TOTAL	\$41,380,206	\$44,845,223	7.8%

Attached are specific estimates by area apportionment. Prospective claimants are reminded that the amounts cited represent **estimates** and that available funding will vary with actual tax receipts. In addition, these estimates will be revised in response to new local population estimates provided by the California Department of Finance in May 2015. This information has been forwarded to staff representatives of each prospective claimant.

ACTION: Information

Attachments: SCO STAF Fiscal Year 2015/2016 Summary
Kern County LTF Fund estimate and apportionment schedule A and B



Mary B. Bedard, CPA
Auditor-Controller-County Clerk

KERN COUNTY AUDITOR-CONTROLLER-COUNTY CLERK
1115 Truxtun Avenue, 1st and 2nd Floor • Bakersfield, CA 93301-4639

MEMORANDUM

Date: February 2, 2015

To: Kern COG

Attn: Greg Palomo, Administrative Officer

From: Mary B. Bedard, CPA
Auditor-Controller-County Clerk

By: Dean V. Sanford, Accountant

Subject: Fiscal year 2015-2016 Local Transportation Estimate

Pursuant to California Code of Regulations Code Section 6620, we are providing you with the estimate of sales tax revenue for the Local Transportation Fund 24075.

Fiscal Year 2015-2016 \$40,030,511.47

If you have any questions or need additional information, please contact me at 868-3579 or sanfordd@co.kern.ca.us



BETTY T. YEE
California State Controller
Division of Accounting and Reporting

January 30, 2015

RECEIVED
FEB 09 2015
KERN COUNCIL
OF GOVERNMENTS

COUNTY AUDITORS RESPONSIBLE FOR STATE TRANSIT
ASSISTANCE FUNDS
TRANSPORTATION PLANNING AGENCIES
COUNTY TRANSPORTATION COMMISSIONS
SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Re: 2015-2016 State Transit Assistance Allocation Preliminary Estimate

Pursuant to section 99312.7 of the Public Utilities Code (PUC), the State Controller is required to provide a preliminary estimate of the amount of the State Transit Assistance (STA) funds to be allocated to each transportation planning entity for the purposes of sections 99313 and 99314 of the PUC.

The estimated amount of STA funds budgeted, according to the Department of Finance, for the 2015-16 fiscal year is \$387,798,000. We anticipate that the first quarter's allocation will be paid in November.

PUC section 99313 allocations are based on the latest available annual population estimates from the Department of Finance. PUC section 99314 allocations are based primarily on qualifying revenues from the Annual Report of Financial Transactions of Transit Operators and Non-Transit Claimants under the Transportation Development Act.

Enclosed are schedules indicating the estimated fund allocation for the fiscal year 2015-16 to each transportation planning entity. We are providing a detailed schedule of STA funds allocated under the PUC section 99314. Since the detail for PUC section 99313 allocations is not reported to the Controller's Office, the SCO is only able to provide eligible amounts for each county for PUC section 99313.

Any questions you have regarding the STA program should be directed to Mike Silvera of the Division of Accounting and Reporting at (916) 323-0704.

Sincerely,

JIM REISINGER, Manager
Local Apportionments Section

Enclosure

**STATE CONTROLLER'S OFFICE
STATE TRANSIT ASSISTANCE FUND ALLOCATION ESTIMATE
FISCAL YEAR 2015-2016 SUMMARY**

<u>Regional Entity</u>	<u>PUC 99313 Allocations</u>	<u>PUC 99314 Allocations</u>	<u>2015-2016 Allocations</u>
TRPA	\$ 499,327	\$ 30,306	\$ 529,633
MTC	37,527,794	105,096,393	142,624,187
SACOG	9,255,964	4,445,875	13,701,839
Alpine	5,457	321	5,778
Amador	182,828	9,867	192,695
Butte	1,124,329	71,707	1,196,036
Calaveras	225,810	0	225,810
Colusa	109,542	5,891	115,433
Del Norte	142,268	10,468	152,736
El Dorado	804,477	88,145	892,622
Fresno	4,875,483	648,005	5,523,488
Glenn	143,391	0	143,391
Humboldt	680,961	116,902	797,863
Imperial	913,721	41,734	955,455
Inyo	94,016	0	94,016
Kern	4,415,528	399,184	4,814,712
Kings	759,517	39,424	798,941
Lake	327,205	31,382	358,587
Lassen	164,773	11,642	176,415
Los Angeles	50,784,842	59,897,548	110,682,390
Madera	778,310	0	778,310
Mariposa	93,394	522	93,916
Mendocino	450,250	33,029	483,279
Merced	1,339,802	71,382	1,411,184
Modoc	46,512	0	46,512
Mono	71,526	107,334	178,860
Monterey	2,153,195	373,798	2,526,993
Nevada	491,700	17,853	509,553
Orange	15,748,528	5,138,819	20,887,347
Placer	1,470,246	237,896	1,708,142
Plumas	96,798	0	96,798
Riverside	11,530,581	1,841,824	13,372,405
San Benito	290,883	0	290,883
San Bernardino	10,547,949	2,426,934	12,974,883
SANDAG	4,016,129	1,968,325	5,984,454
San Diego MTS	12,138,863	6,535,143	18,674,006
San Joaquin	3,594,412	785,250	4,379,662
San Luis Obispo	1,377,403	133,193	1,510,596
Santa Barbara	2,191,843	777,567	2,969,410
Santa Cruz	1,373,550	1,458,602	2,832,152
Shasta	907,348	64,995	972,343
Sierra	15,622	0	15,622
Siskiyou	228,749	17,459	246,208
Stanislaus	2,660,376	193,558	2,853,934
Tehama	322,239	0	322,239
Trinity	67,713	3,945	71,658
Tulare	2,323,577	268,034	2,591,611
Tuolumne	271,094	0	271,094
Ventura	4,263,175	498,744	4,761,919
State Totals	<u>\$ 193,899,000</u>	<u>\$ 193,899,000</u>	<u>\$ 387,798,000</u>

STATE CONTROLLER'S OFFICE
STATE TRANSIT ASSISTANCE FUND ALLOCATION ESTIMATE
FISCAL YEAR 2015-16 PUC 99314 ALLOCATION DETAIL

Regional Entity and Operator(s)	Revenue Basis	PUC 99314 Allocation
TRPA		
Tahoe Transportation District	\$ 561,142	\$ 30,306
MTC		
Alameda-Contra Costa Transit District	*	**
Alameda County Congestion Management Agency - Corresponding to Altamont Commuter Express	NA	226,485
Central Contra Costa Transit Authority	11,610,876	627,072
City of Dixon	92,155	4,977
Eastern Contra Costa Transit Authority	5,322,324	287,444
City of Fairfield	2,085,299	112,621
Golden Gate Bridge Highway and Transportation District	87,936,069	4,749,186
City of Healdsburg	13,060	705
Livermore-Amador Valley Transit Authority	4,944,645	267,047
Marin County Transit District	8,374,951	452,308
Napa County Transportation and Planning Agency	874,071	47,206
Peninsula Corridor Joint Powers Board	103,088,130	5,567,508
City of Petaluma	494,991	26,733
City of Rio Vista	53,782	2,905
City of San Francisco	*	**
San Francisco Bay Area Rapid Transit District	*	**
San Francisco Bay Area Water Emergency Transportation Authority (WETA)	23,812,955	1,286,072
San Mateo County Transit District	75,203,878	4,061,555
Santa Clara Valley Transportation Authority	230,090,105	12,426,536
Santa Clara Valley Transportation Authority - Corresponding to Altamont Commuter Express	NA	255,895
City of Santa Rosa	2,626,763	141,864
Solano County Transit (SOLTRANS)	5,438,438	293,715
County of Sonoma	3,032,974	163,803
City of Union City	846,673	45,726
Western Contra Costa Transit Authority	5,964,535	322,128
Regional Entity Totals	1,937,036,120	105,096,393
SACOG		
City of Davis	2,640,606	142,612
City of Elk Grove	2,066,619	111,612
City of Folsom	409,697	22,127
Sacramento Regional Transit System	72,039,741	3,890,669
Yolo County Transportation District	3,767,731	203,485
Yuba Sutter Transit Authority	1,395,546	75,370
Regional Entity Totals	82,319,940	4,445,875
Alpine		
County of Alpine	5,942	321

(Continued)

* The combined revenue basis for Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco is \$1,365,129,446.

** The combined allocation estimate for Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco is \$73,726,902.

STATE CONTROLLER'S OFFICE
STATE TRANSIT ASSISTANCE FUND ALLOCATION ESTIMATE
FISCAL YEAR 2015-16 PUC 99314 ALLOCATION DETAIL

Regional Entity and Operator(s)	Revenue Basis	PUC 99314 Allocation
Amador		
Amador Regional Transit System	182,696	9,867
Butte		
Butte County Association of Governments	1,327,731	71,707
Calaveras	None	None
Colusa		
County of Colusa	109,075	5,891
Del Norte		
Redwood Coast Transit Authority	193,821	10,468
El Dorado		
El Dorado County Transit Authority	1,632,095	88,145
Fresno		
City of Clovis	816,066	44,073
City of Fresno	9,847,676	531,846
Fresno County Rural Transit Agency	1,334,748	72,086
Regional Entity Totals	11,998,490	648,005
Glenn	None	None
Humboldt		
City of Arcata	203,966	11,016
City of Eureka	609,283	32,906
City of Fortuna	12,787	691
Humboldt Transit Authority	1,338,508	72,289
Regional Entity Totals	2,164,544	116,902
Imperial		
City of Imperial	121,200	6,546
Imperial County Transportation Commission (ICTC)	566,309	30,585
Imperial County Transportation Commission (ICTC)-Specialized Service	85,223	4,603
Regional Entity Totals	772,732	41,734
Inyo	None	None
Kern		
City of Arvin	71,525	3,863
City of California City	24,950	1,347
City of Delano	89,085	4,811
Golden Empire Transit District	5,508,311	297,489
County of Kern	946,668	51,127
City of Ridgecrest	346,511	18,714
City of Shafter	26,932	1,455
City of Taft	348,109	18,800
City of Tehachapi	4,302	232
City of Wasco	24,931	1,346
Regional Entity Totals	7,391,324	399,184

(Continued)

STATE CONTROLLER'S OFFICE
STATE TRANSIT ASSISTANCE FUND ALLOCATION ESTIMATE
FISCAL YEAR 2015-16 PUC 99314 ALLOCATION DETAIL

Regional Entity and Operator(s)	Revenue Basis	PUC 99314 Allocation
Kings		
City of Corcoran	72,611	3,922
Kings County Area Public Transit Agency	657,362	35,502
Regional Entity Totals	<u>729,973</u>	<u>39,424</u>
Lake		
Lake Transit Authority	581,061	31,382
Lassen		
County of Lassen	215,557	11,642
Los Angeles		
Antelope Valley Transit Authority	11,665,639	630,029
City of Arcadia	1,540,822	83,216
City of Claremont	656,856	35,475
City of Commerce	1,663,128	89,821
City of Culver City	9,899,949	534,669
Foothill Transit Zone	48,143,138	2,600,079
City of Gardena	11,181,537	603,884
City of La Mirada	854,020	46,123
Long Beach Public Transportation Company	46,810,848	2,528,126
City of Los Angeles	61,633,091	3,328,634
Los Angeles County Metropolitan Transportation Authority	746,529,943	40,318,039
City of Montebello	16,261,520	878,240
City of Norwalk	1,462,292	78,974
City of Redondo Beach	1,884,288	101,765
City of Redondo Beach - Specialized Service	449,714	24,288
City of Santa Monica	37,580,886	2,029,641
Southern California Regional Rail Authority	191,063,915	
Los Angeles County Metropolitan Transportation Authority		5,374,029
Orange County Transportation Authority		***
Riverside County Transportation Commission		***
San Bernardino Associated Governments		***
Ventura County Transportation Commission		***
City of Torrance	11,341,362	612,516
Regional Entity Totals	<u>1,200,622,948</u>	<u>59,897,548</u>
Madera		
	None	None
Mariposa		
County of Mariposa	9,660	522
Mendocino		
Mendocino Transit Authority	611,565	33,029
Merced		
Transit Joint Powers Authority of Merced County	842,727	45,513
Transit Joint Powers Authority of Merced County - Specialized Service	478,990	25,869
Regional Entity Totals	<u>1,321,717</u>	<u>71,382</u>

(Continued)

***** The amounts allocated to the member agencies of Southern California Regional Rail Authority are paid by their corresponding regional transportation authority.

STATE CONTROLLER'S OFFICE
STATE TRANSIT ASSISTANCE FUND ALLOCATION ESTIMATE
FISCAL YEAR 2015-16 PUC 99314 ALLOCATION DETAIL

Regional Entity and Operator(s)	Revenue Basis	PUC 99314 Allocation
Modoc	None	None
Mono		
Eastern Sierra Transit Authority	1,987,402	107,334
Monterey		
Monterey-Salinas Transit	6,921,260	373,798
Nevada		
County of Nevada	330,559	17,853
Orange		
City of Laguna Beach	641,834	34,664
Orange County Transportation Authority	48,716,528	2,631,046
Orange County Transportation Authority - Corresponding to Southern California Regional Rail Authority	NA	2,473,109
Regional Entity Totals	49,358,362	5,138,819
Placer		
City of Auburn	28,803	1,556
City of Lincoln	50,853	2,746
County of Placer	3,352,565	181,063
City of Roseville	972,666	52,531
Regional Entity Totals	4,404,887	237,896
Plumas	None	None
Riverside		
City of Banning	159,048	8,590
City of Beaumont	190,808	10,305
City of Corona	437,549	23,631
Palo Verde Valley Transit Agency	92,684	5,006
City of Riverside	344,258	18,592
Riverside County Transportation Commission - Corresponding to Southern California Regional Rail Authority	NA	732,538
Riverside Transit Agency	15,923,997	860,011
Sunline Transit Agency	3,391,222	183,151
Regional Entity Totals	20,539,566	1,841,824
San Benito	None	None
San Bernardino		
Morongo Basin Transit Authority	383,567	20,715
Mountain Area Regional Transit Authority	314,850	17,004
Omnitrans	15,731,331	849,606
San Bernardino Associated Governments - Corresponding to Southern California Regional Rail Authority	NA	1,423,813
Victor Valley Transit Service Authority	2,144,080	115,796
Regional Entity Totals	18,573,828	2,426,934
SANDAG		
North San Diego County Transit Development Board	36,445,566	1,968,325

(Continued)

**STATE CONTROLLER'S OFFICE
STATE TRANSIT ASSISTANCE FUND ALLOCATION ESTIMATE
FISCAL YEAR 2015-16 PUC 99314 ALLOCATION DETAIL**

Regional Entity and Operator(s)	Revenue Basis	PUC 99314 Allocation
San Diego MTS	121,004,896	6,535,143
San Joaquin		
Altamont Commuter Express Authority	12,624,012	
Alameda County Congestion Management Agency		****
Santa Clara Valley Transportation Authority		****
San Joaquin Regional Rail Commission		199,408
City of Lodi	647,703	34,981
City of Ripon	1,123	61
San Joaquin Regional Transit District	10,198,634	550,800
Regional Entity Totals	23,471,472	785,250
San Luis Obispo		
City of Atascadero	90,487	4,887
City of Morro Bay	42,314	2,285
City of Paso Robles Transit	173,765	9,385
City of San Luis Obispo	654,943	35,372
San Luis Obispo Regional Transit Authority	1,375,807	74,304
South County Area Transit	128,879	6,960
Regional Entity Totals	2,466,195	133,193
Santa Barbara		
City of Guadalupe	95,229	5,143
City of Lompoc	912,645	49,289
County of Santa Barbara	148,092	7,998
Santa Barbara Metropolitan Transit District	11,775,276	635,950
City of Santa Maria	1,385,038	74,802
City of Solvang	81,184	4,385
Regional Entity Totals	14,397,464	777,567
Santa Cruz		
Santa Cruz Metropolitan Transit District	27,007,509	1,458,602
Shasta		
Redding Area Bus Authority	1,203,457	64,995
Sierra	None	None
Siskiyou		
County of Siskiyou	323,277	17,459
Stanislaus		
City of Modesto	2,936,100	158,571
County of Stanislaus	496,528	26,816
City of Turlock	151,293	8,171
Regional Entity Totals	3,583,921	193,558
Tehama	None	None

(Continued)

**** The amounts allocated to the member agencies of Altamont Commuter Express Authority are paid by their corresponding regional transportation authority.

**STATE CONTROLLER'S OFFICE
STATE TRANSIT ASSISTANCE FUND ALLOCATION ESTIMATE
FISCAL YEAR 2015-16 PUC 99314 ALLOCATION DETAIL**

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	<u>PUC 99314 Allocation</u>
Trinity		
County of Trinity	73,045	3,945
Tulare		
City of Exeter	22,565	1,219
City of Porterville	486,529	26,276
City of Tulare	413,278	22,320
County of Tulare	516,878	27,915
City of Visalia	3,523,677	190,304
Regional Entity Totals	<u>4,962,927</u>	<u>268,034</u>
Tuolumne	None	None
Ventura		
Gold Coast Transit	3,395,722	183,394
Ventura County Transportation Commission - Corresponding to Southern California Regional Rail Authority	NA	315,350
Regional Entity Totals	<u>3,395,722</u>	<u>498,744</u>
STATE TOTALS	<u>\$ 3,590,239,448</u>	<u>\$ 193,899,000</u>

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT

SCHEDULE "B"

PLANNING CONTRIBUTIONS BY AREA OF APPORTIONMENT

Fiscal Year 2015-2016

Revised: February 12, 2015

Prospective Claimant	POPULATION BASIS at 01/01/14	POPULATION RATIO	PLANNING CONTRIBUTION
ARVIN	20,037	0.0232	\$27,032
CALIFORNIA CITY	13,197	0.0153	\$17,804
DELANO	52,134	0.0604	\$70,333
GOLDEN EMPIRE TRANSIT	479,532	0.5552	\$646,927
MARICOPA	1,169	0.0014	\$1,577
MCFARLAND	12,624	0.0146	\$17,031
RIDGECREST	28,461	0.033	\$38,396
SHAFTER	17,096	0.0198	\$23,064
TAFT	8,936	0.0103	\$12,055
TEHACHAPI	13,348	0.0155	\$18,008
WASCO	25,793	0.0299	\$34,797
KERN REGIONAL TRANSIT	191,319	0.2215	\$258,105
PROOF	-	-	-
TOTALS	N/A 863,646	100.00%	\$1,165,128 \$1,165,128

Kern Council of Governments
Transportation Development Act -- "Schedule A"
LTF STAF FUND ESTIMATE AND APPORTIONMENT FACTORS
FY 2015/16

Revised: February 12, 2015

Prospective Claimant	POPULATION BASIS 01/01/14	POPULATION RATIO	L.T.F. POPULATION APPORTIONMENT	S.T.A.F. POPULATION APPORTIONMENT	REVENUE BASIS	S.T.A.F. REVENUE APPORTIONMENT	TOTAL APPORTIONMENT
ARVIN	20,037	2.32%	\$874,019.41	\$111,703.62	\$73,250.00	\$3,981.00	\$989,704.03
BAKERSFIELD (1)	360,633	41.76%	\$14,944,364.36	\$2,010,481.18	\$0.00	\$0.00	\$16,954,845.55
CALIFORNIA CITY	13,197	1.53%	\$575,656.74	\$73,571.53	\$35,730.00	\$1,942.00	\$651,170.27
DELANO	52,134	6.04%	\$2,274,099.30	\$290,640.14	\$87,084.00	\$4,733.00	\$2,569,472.45
GOLDEN EMPIRE TRANS (1)	N/A	0.00%	\$0.00	\$0.00	\$5,969,978.00	\$324,448.00	\$324,448.00
MARICOPA	1,169	0.14%	\$50,992.10	\$6,517.02	\$0.00	\$0.00	\$57,509.12
MCFARLAND	12,624	1.46%	\$550,662.32	\$70,377.13	\$0.00	\$0.00	\$621,039.45
RIDGECREST	28,461	3.30%	\$1,241,476.59	\$158,666.30	\$212,817.00	\$11,566.00	\$1,411,708.89
SHAFTER	17,096	1.98%	\$745,732.18	\$95,307.93	\$39,744.00	\$2,160.00	\$843,200.12
TAFT	8,936	1.03%	\$389,790.76	\$49,817.02	\$351,483.00	\$19,102.00	\$458,709.77
TEHACHAPI	13,348	1.55%	\$582,243.40	\$74,413.33	\$4,559.00	\$248.00	\$656,904.73
WASCO	25,793	2.99%	\$1,125,097.70	\$143,792.56	\$26,710.00	\$1,452.00	\$1,270,342.25
KERN CO.-IN (1)	118,899	13.77%	\$4,927,086.48	\$662,846.17	\$0.00	\$0.00	\$5,589,932.65
KERN CO.-OUT	191,319	22.15%	\$8,345,386.98	\$1,066,578.07	\$899,092.00	\$48,863.00	\$9,460,828.05
METRO-BAKERSFIELD CTSA	N/A	N/A	\$1,045,865.83	\$0.00	\$0.00	\$0.00	\$1,045,865.83
PROOF	N/A		\$37,672,474.16	\$4,814,712.00	\$7,700,447.00	\$418,495.00	\$42,905,681.16
TOTALS	863,646	100.00%	\$37,672,474.16	\$4,814,712.00	\$7,700,447.00	\$418,495.00	\$42,905,681.16
KERN COG ADMINISTRATION	N/A	1.00%	\$400,305.11	\$0.00	N/A	\$0.00	\$400,305.11
KERN PEDESTRIAN/BIKEWAY	N/A	2.00%	\$792,604.13	\$0.00	N/A	\$0.00	\$792,604.13
KERN COG PLANNING (2)	N/A	3.00%	\$1,165,128.07	\$0.00	N/A	\$0.00	\$1,165,128.07
ESTIMATED TOTAL	N/A		\$40,030,511.47	\$4,814,712.00	N/A	\$418,495.00	\$45,263,718.47

NOTES:

(1) THE GOLDEN EMPIRE TRANSIT DISTRICT RETAINS CLAIMANT PRIORITY TO THE CITY OF BAKERSFIELD AND KERN-IN FUNDS.
THE CITY OF BAKERSFIELD AND COUNTY OF KERN SHALL FUND 75.35% AND 24.65% OF GET'S CLAIM, RESPECTIVELY.

(2) PURSUANT TO P.U.C. SECTION 99262, CLAIMANTS MAY DESIGNATE FUNDING FOR CONTRIBUTIONS TO THE REGIONAL PLANNING PROCESS.
SEE SCHEDULE "B" FOR THE DISTRIBUTION OF THIS AMOUNT BY AREA OF APPORTIONMENT.



March 4, 2015

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: V
2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM – FINAL
AMENDMENT NO. 4

DESCRIPTION:

The amendment was circulated to the Transportation Technical Advisory Committee via email February 6, 2015. The public review period began February 8, 2015. Draft document is available at www.kerncog.org.

DISCUSSION:

The amendment document was available for public review beginning February 8, 2015. A public hearing was held on February 19, 2015. No comments were received during the public hearing. Public comments will continue to be accepted until the close of the public review period March 9, 2015. Comments received will be reviewed to evaluate if they require changes to the draft amendment. This amendment is scheduled for consideration and adoption at the March 19, 2015 Kern COG Board meeting.

The 2015 FTIP is a listing of capital improvement and operational expenditures using federal and state monies for transportation projects in Kern County during the next four years. Draft 2015 FTIP Amendment No. 4 contains project phases and/or projects not included in the 2015 FTIP. Draft Amendment No.4 includes updates to the Thomas Roads Improvement Program and Congestion Mitigation Air Quality Program.

The amendment document was circulated to the Transportation Technical Advisory Committee via email February 6, 2015. Hard copies of the document will be made available upon request. The document is available on the Kern COG website at www.kerncog.org

The next step in the process is to request approval by the Transportation Technical Advisory Committee. Kern COG staff recommends approval of this amendment. The final draft amendment is scheduled for consideration and adoption at the March 19, 2015 Kern COG Board meeting. State and federal approval is required. The expected federal approval date is May 2015.

ACTION:

Recommend approval of the 2015 Federal Transportation Improvement Program Amendment No. 4 to the Transportation Planning Policy Committee.



March 4, 2015

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VI
PROJECT DELIVERY PRESENTATIONS – CMAQ & RSTP

DESCRIPTION:

Presentations will be provided by agencies with Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) projects that as of January 31, 2015 had not yet been submitted for funding authorization.

DISCUSSION:

BACKGROUND

The Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) projects in fiscal year 14/15 were originally approved by the Kern COG's Board on February 20, 2014. Projects were incorporated into a Federal Transportation Improvement Program (FTIP) amendment that was federally approved May 12, 2014. These projects were eligible for funding authorization as of October 1, 2014.

CMAQ and RSTP project delivery letters for fiscal year 14/15 were provided and discussed at the February 4, 2015 Transportation Technical Advisory Committee (TTAC). After receiving the staff report at the February 4, 2015 TTAC meeting, the TTAC members requested that Kern COG staff contact project managers (with CMAQ and RSTP projects not submitted for funding authorization) and invite them to present their project status at the March 4, 2015 TTAC meeting.

PRESENTATIONS

Presentations will include the following information for each project:

- A. Where the agency is in the delivery process; and
- B. If the agency feels that they can deliver the project.

Presentations will be made for the following projects that represent a total of about \$15.4 million in federal programming (CMAQ & RSTP):

1. **KER140502** Golden Empire Transit District (California State University, Bakersfield) - In Bakersfield: Don Hart Drive East and Kroll Way, Construction of Public Transit Center
2. **KER140405** Kern County – In Kern County: Grouped Project for Pavement Resurfacing and/or Rehabilitation (Old River Rd, Rowlee Rd)

3. **KER140503** Kern County – In Kern County: Purchase Four Replacement CNG Coaches
4. **KER140506** Kern County – In Kern County: Grouped Project for Intersection Signalization (Snow Rd at Coffee Rd, Snow Rd at Calloway Rd)
5. **KER140509** Kern County – In Kern County: Grouped Project for Shoulder Improvements (Buena Vista Blvd, Old River Rd, Rowlee Rd, Heath Rd, Renfro Rd, Holloway Rd, Banducci Rd)
6. **KER140505** Kern County Superintendent of Schools – CNG Station Expansion
7. **KER140410** Maricopa (Caltrans) – In Maricopa: SR 33 at Stanislaus St; Install Rectangular Rapid Flashing Beacon near Pedestrian Crossing
8. **KER140408** Shafter – In Shafter: Grouped Project for Non-Capacity Widening (no additional travel lanes) (Tulare Ave between North Reiker St and SR 43)

THINGS TO CONSIDER

Two options were discussed at the February 4, 2015 TTAC meeting to avoid loss of funding to the region if the projects above do not receive funding authorization approval:

- A. The TTAC requested that Kern COG staff provide a fiscal year 15/16 project list to see if any of those projects could be advanced to avoid the loss of funds to the Kern region. The fiscal year 15/16 CMAQ & RSTP project list is enclosed.
- B. Kern COG staff also provided the list of CMAQ Substitution projects and encouraged agencies to deliver their CMAQ Substitution projects this fiscal year, if possible.

Kern COG staff will continue monitoring the progress of all projects throughout the Kern County region. As stated in “Kern COG’s Project Delivery Policies and Procedures Chapter 2: Implementation Procedures Overview,” Kern COG’s role is to enforce project deadlines for these funds under the MAP-21 transportation authorization acts. Key policy elements include:

- Obligation requests shall be submitted to Caltrans Local Assistance by February 1 of the year the funds are programmed in the Federal Transportation Improvement Program (FTIP);
- Funds shall be obligated by March 31 of the year programmed in the FTIP;
- The agency shall execute and return the Program Supplement Agreement (PSA) to Caltrans within 60 days of receiving the PSA from Caltrans;
- Once obligated, funds shall be invoiced against at least once every six months;
- For funds contracted out, a contract shall be awarded within 6 months of obligation;
- Projects shall be closed out within six months of final invoice.

Projects that do not meet these deadlines are subject to review and possible deprogramming by KCOG. Funds not obligated (or transferred to FTA) by April 30 of the fiscal year programmed in the FTIP will be returned to KCOG for reprogramming. In addition, the KCOG Board will make final decisions regarding the reprogramming of available funds based on KCOG staff recommendations, or the recommendation of the Executive Director, or the recommendations of the TTAC.

Enclosure: February 20, 2015 Fiscal Year 2014/2015 RSTP & CMAQ project list
Project Delivery Letters
February 20, 2015 Fiscal Year 2015/2016 RSTP & CMAQ project list
CMAQ Substitution project list

ACTION:

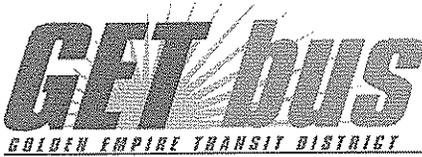
1. Recommend that the Transportation Planning Policy Committee deprogram the projects presented in this staff report; or
2. Recommend that the Transportation Planning Policy Committee implement the Kern COG Policies and Procedures by taking action at the April 16, 2015 to deprogram projects presented in this staff report; or
3. Recommend that no action be taken because the projects presented in this staff report are no longer subject to deprogramming because they have all been submitted for funding authorization.

**Federal Transportation Improvement Program - Fiscal Year 2014/2015
RSTP and CMAQ**

Lead	PIN	Project No./ Grant No.	Description	Federal FY 14/15 PE	Federal FY 14/15 CON	FY 14/15 Total	Date Expect to Submit	Note
Arvin	KER140401	STPL-5370(026)	IN ARVIN: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Varsity Ave)	\$0	\$47,443	\$53,590	PE-done	3
Bakersfield	KER140402	STPL-5109(215)	IN BAKERSFIELD: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Gosford Rd)	\$0	\$3,810,999	\$4,304,755	CON-done	3
Bakersfield	KER140507	CML-5109(214)	IN BAKERSFIELD: GROUPED PROJECTS FOR SAFETY IMPROVEMENTS (Harris Rd)	\$0	\$301,000	\$340,000	Oct 2014	3
Cal. City	KER140403	STPL-5399(024)	IN CALIFORNIA CITY: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Hacienda Blvd: Redwood)	\$0	\$38,922	\$43,965	Jan 2015	3
Delano	KER140404		IN DELANO: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (High St, Ellington St, Fremont St)	\$0	\$61,971	\$70,000	Jan 2015	2
GET	KER140502		IN BAKERSFIELD: ON DON HART DR EAST AND KROLL WAY; CONSTRUCTION OF PUBLIC TRANSIT CENTER	\$115,960	\$0	\$130,985	March 2015	A
KCOG	KER140414		IN KERN COUNTY: REGIONAL TRAFFIC COUNT PROGRAM	\$0	\$79,677	\$90,000	Jan 2015	2
KCOG	KER140501	CMLNI-6087(048)	IN KERN COUNTY: RIDESHARE PROGRAM	\$0	\$186,724	\$210,917	Jan 2015	2
KCSS	KER140505		IN BAKERSFIELD: CNG FUELING STATION EXPANSION	\$0	\$1,222,230	\$1,388,910	June 2015	1
Kern Co.	KER140405		IN KERN COUNTY: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Old River Rd, Rowlee Rd)	\$0	\$5,879,762	\$6,641,762	March 2015	1
Kern Co.	KER140504		IN KERN COUNTY: PURCHASE FOUR REPLACEMENT CNG COACHES	\$0	\$1,830,374	\$2,067,518	Jan 2015	1
Kern Co.	KER140506		IN BAKERSFIELD: GROUPED PROJECTS FOR INTERSECTION SIGNALIZATION (Snow Rd at Coffee, Snow Rd at Calloway)	\$0	\$480,000	\$600,000	March 2015	1
Kern Co.	KER140509		IN KERN COUNTY: GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS (Buena Vista Blvd, Old River Rd, Rowlee Rd, Heath Rd, Renfro Rd, Holloway Rd, Banducci Rd)	\$0	\$5,610,149	\$6,900,000	March 2015	1
NOTES	Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved. 2a. Allocation request to CTC. A. Amendment pending							

**Federal Transportation Improvement Program - Fiscal Year 2014/2015
RSTP and CMAQ**

Lead	PIN	Project No./ Grant No.	Description	Federal FY 14/15 PE	Federal FY 14/15 CON	FY 14/15 Total	Date Expect to Submit	Note
McFarland	KER140406	STPL-5343(007)	IN MCFARLAND: KERN AVE: 2ND ST TO 3RD ST; LANDSCAPING AND PEDESTRIAN IMPROVEMENTS	\$35,280	\$0	\$39,851	Jan 2015	3
McFarland	KER140510	CML-5343(006)	IN MCFARLAND: ALONG ELMO HWY AND BROWNING RD; PAVE SHOULDERS AND INSTALL CLASS II BIKE LANE FACILITIES	\$28,428	\$0	\$32,112	Jan 2015	3
Ridgecrest	KER140407	STPL-5385(056)	IN RIDGECREST: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (S. China Lake: Bowman to College Heights)	\$0	\$89,503	\$101,100	Jan 2015	3
Ridgecrest	KER140512	CML-5385(055)	IN RIDGECREST: NORTH WARNER ST FROM DRUMMOND AVE TO WEST HOWELL AVE; SURFACE UNPAVED STREET	\$40,307	\$0	\$45,530	PE-done	3
Shafter	KER140408		IN SHAFTER: GROUPED PROJECT FOR NON-CAPACITY WIDENING (NO ADDITIONAL TRAVEL LANES) (Tulare Ave)	\$0	\$228,000	\$277,000	Feb 2015	1
State	KER140410		IN MARICOPA: SR 33 AT STANISLAUS ST; INSTALL RECTANGULAR RAPID FLASHING BEACON NEAR PEDESTRIAN CROSSING	\$8,853	\$0	\$10,000	Jan 2015	1
Taft	KER140411	STPL-5193(038)	IN TAFT: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Church St)	\$0	\$17,230	\$19,823	Jan 2015	3
Taft	KER140513	CML-5193(037)	IN TAFT: SUPPLY ROW ST BETWEEN S 4TH ST AND S 6TH ST; CONSTRUCT PARK-AND-RIDE	\$86,048	\$0	\$97,197	Jan 2015	3
Tehachapi	KER140412	STPL-5184(024)	IN TEHACHAPI: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Tehachapi Blvd)	\$0	\$20,890	\$24,000	PE-done	3
Wasco	KER140413	STPL-5287(038)	IN WASCO: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (7th St and Central Ave)	\$0	\$46,588	\$52,625	PE-done	3
NOTES	Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved. 2a. Allocation request to CTC. A. Amendment pending							



January 22, 2015

Mr. Ahron Hakimi
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

RECEIVED
JAN 22 2015
KERN COUNCIL
OF GOVERNMENTS

Re: KER 140502 Revised Submittal Schedule

Kern Council of Governments' Project Delivery Policy for local projects requires that agencies submit for funding authorization by the end of the month of January. If an agency does not submit by January, then that agency sends a revised submittal schedule to Kern COG by January 19th. Since Golden Empire Transit District does not plan to submit project KER140502 by the end of January 2015 for funding authorization, the following is provided as Golden Empire Transit District response:

In Bakersfield, Don Hart Drive East and Kroll Way, Construction of Public Transit Center

1. Funding program: Congestion Mitigation Air Quality Program
2. Total cost of project: \$130,985
3. Federal share of project: \$115,960
4. Reason for delay: Suitable California State University Bakersfield on campus locations.
5. Revised submittal date: March 2015

Should you have any questions, contact Steven Woods at 324-9874 or swoods@getbus.org.

Sincerely,

J. Steven Woods, GET Deputy CEO

Cc: Karen King, GET CEO

**KERN COUNTY
ROADS DEPARTMENT
CRAIG M. POPE, P.E., DIRECTOR**



2700 "M" STREET, SUITE 400, BAKERSFIELD, CA 93301-2370
Phone: (661) 862-8850
FAX: (661) 862-8851
Toll Free: (800) 552-5376 Option 5
TTY Relay: (800) 735-2929
email: roads@co.kern.ca.us
website: www.co.kern.ca.us/roads

RECEIVED
JAN 22 2015

KERN COUNCIL
OF GOVERNMENTS

January 22, 2015

Mr. Ahron Hakimi
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

Re: KER140405 Revised Submittal Schedule

Kern Council of Governments' Project Delivery Policy for local projects requires that agencies submit for funding authorization by the end of the month of January. If an agency does not submit by January, then that agency sends a revised submittal schedule to Kern COG by January 19th. Since the County of Kern does not plan to submit project KER140405 by the end of January for funding authorization, the following is provided as the County of Kern response:

In Kern County: Grouped Project for Pavement Resurfacing and/or Rehabilitation (Old River Road)

- Funding program: Regional Surface Transportation Program
- Total cost of project: \$6,641,742
- Federal share of project: \$5,879,762
- Reason for delay: Plans and Specifications are not prepared
- Revised submittal date: March 2015

Should you have any questions, contact Lynn Brooks at (661) 862-8872 or brooksl@co.kern.ca.us.

Best Regards,

A handwritten signature in black ink that reads "Lynn H. Brooks".

Lynn H. Brooks, PE
Manager, Project Engineering

Cc: MBL,CMP,BN

**KERN COUNTY
ROADS DEPARTMENT
CRAIG M. POPE, P.E., DIRECTOR**

2700 "M" STREET, SUITE 400, BAKERSFIELD, CA 93301-2370
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TTY Relay: (800) 735-2929
email: roads@co.kern.ca.us
website: www.co.kern.ca.us/roads



January 22, 2015

Mr. Ahron Hakimi
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

RECEIVED
JAN 22 2015

KERN COUNCIL
OF GOVERNMENTS

Re: KER140506 Revised Submittal Schedule

Kern Council of Governments' Project Delivery Policy for local projects requires that agencies submit for funding authorization by the end of the month of January. If an agency does not submit by January, then that agency sends a revised submittal schedule to Kern COG by January 19th. Since the County of Kern does not plan to submit project KER140506 by the end of January for funding authorization, the following is provided as the County of Kern response:

In Kern County: Grouped Project for Intersection Signalization (Snow Road @ Coffee, Snow Road @ Calloway)

- Funding program: Congestion Mitigation/Air Quality
- Total cost of project: \$600,000
- Federal share of project: \$480,000
- Reason for delay: Plans and Specifications are not prepared
- Revised submittal date: March 2015

Should you have any questions, contact Lynn Brooks at (661) 862-8872 or brooksl@co.kern.ca.us.

Best Regards,

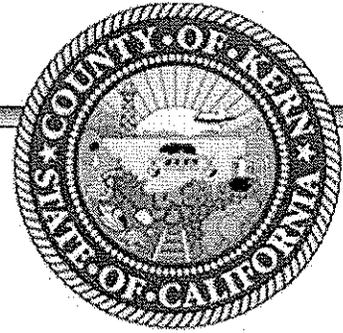
A handwritten signature in black ink that reads "Lynn H. Brooks".

Lynn H. Brooks, PE
Manager, Project Engineering

Cc: MBL,CMP,BN

**KERN COUNTY
ROADS DEPARTMENT
CRAIG M. POPE, P.E., DIRECTOR**

2700 "M" STREET, SUITE 400, BAKERSFIELD, CA 93301-2370
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Toll Free: (800) 552-5376 Option 5
TTY Relay: (800) 735-2929
email: roads@co.kern.ca.us
website: www.co.kern.ca.us/roads



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JAN 22 2015

January 22, 2015

Mr. Ahron Hakimi
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

KERN COUNCIL
OF GOVERNMENTS

Re: KER140509 Revised Submittal Schedule

Kern Council of Governments' Project Delivery Policy for local projects requires that agencies submit for funding authorization by the end of the month of January. If an agency does not submit by January, then that agency sends a revised submittal schedule to Kern COG by January 19th. Since the County of Kern does not plan to submit project KER140509 by the end of January for funding authorization, the following is provided as the County of Kern response:

In Kern County: Grouped Project for Shoulder Improvements

- Funding program: Congestion Mitigation/Air Quality
- Total cost of project: \$6,900,000
- Federal share of project: \$5,610,149
- Reason for delay: Plans and Specifications are not prepared, Revising the list of projects
- Revised submittal date: March 2015

Should you have any questions, contact Lynn Brooks at (661) 862-8872 or brooksl@co.kern.ca.us.

Best Regards,

A handwritten signature in black ink that reads "Lynn H. Brooks".

Lynn H. Brooks, PE
Manager, Project Engineering

Cc: MBL,CMP,BN

Kern County
**Superintendent
of Schools**

Office of Christine Lizardi Frazier ...advocates for children

December 22, 2014

RECEIVED
JAN 20 2015
KERN COUNCIL
OF GOVERNMENTS

Mr. Ahroni Hakimi
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

Re: [KER140505] Revised Submittal Schedule

Dear Mr. Hakimi:

This letter provides an update on Project KER140505 and a revised schedule. Kern Council of Governments' Project Delivery Policy for local projects requires that agencies submit for funding authorization by the end of the month of January. If an agency does not submit by January, then that agency is requested to send a revised submittal schedule to Kern COG by January 19th. Since Kern County Superintendent of Schools does not plan to submit project KER140505 by the end of January for funding authorization, the following is provided as an update of KCSOS progress, reasons for the delay and anticipated timeline for receiving the E76.

[Kern County Superintendent of Schools CNG Station Expansion]

- Funding program: Congestion Mitigation Air Quality (CMAQ)
- Total cost of project: \$1,388,910
- Federal share of project: \$1,222,230
- KCSOS has been working closely with CALTRANS to complete all necessary forms. One of these forms requires an environmental review. To complete the paperwork, KCSOS has hired an engineer and started the environmental study phase of the project.
- Reason for delay: Extra time is now needed to complete the required environmental study (i.e., NEPA study which will take approximately 150 days).
- CALTRANS and KCSOS have been communicating on next steps after this process is completed. Based on this communication, KCSOS anticipates receiving an E76 before June, 2015.

Should you have any questions, contact Sarah Baron at 661-636-4374 or sabaron@kern.org.

Sincerely,



Sarah Baron
Grant Development Director

January 21, 2015

RECEIVED
JAN 22 2015

Mr. Ahron Hakimi
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

KERN COUNCIL
OF GOVERNMENTS

Re: KER140410 – "In Maricopa: SR 33 at Stanislaus St; Install Rectangular Rapid Flashing Beacon near Pedestrian Crossing" - Revised Submittal Schedule

Kern Council of Governments' Project Delivery Policy for local projects requires that agencies submit for funding authorization by the end of the month of January. If an agency does not submit by January, then that agency sends a revised submittal schedule to Kern COG by January 19th. Caltrans, on behalf of the City of Maricopa, does not plan to submit a \$10,000 preliminary engineering authorization request for project KER140410 (currently programmed in 2014-15) by the end of January for funding authorization. Caltrans has used its own resources for this phase.

Project Description: In Maricopa: SR 33 at Stanislaus St; Install Rectangular Rapid Flashing Beacon near Pedestrian Crossing

- Funding program: Regional Surface Transportation Program
- Total programmed for Preliminary Engineering: \$10,000
- Federal share of project: \$ 8,853
- Reason for delay: Caltrans is billing their own internal resources to design this project
- Revised submittal date: None

Should you have any questions, contact Earle M. Jones at (559) 243-3471 or earle.jones@dot.ca.gov.

Sincerely,





336 Pacific Avenue · Shafter, California 93263

January 9, 2015

Mr. Ahron Hakimi
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

RECEIVED
JAN 12 2015
KERN COUNCIL
OF GOVERNMENTS

RE: KER140408 REVISED SUBMITTAL SCHEDULE

Dear Mr. Hakimi:

Kern Council of Governments' Project Delivery Policy for local projects requires that agencies submit for funding authorization by the end of the month of January. If an agency does not submit by January then that agency sends a revised submittal schedule to Kern COG by January 19th. Since the City of Shafter does not plan to submit project KER140408 by the end of January for funding authorization, the following is provided as our response:

Project Description:

Resurface and widen Tulare Avenue between North Reiker Street and State Route 43

- **Funding Program:** Regional Surface Transportation Program
- **Total Cost of Project:** \$277,000 (FY 14/15)
- **Federal Share of Project:** \$228,000 (FY 14/15)
- **Reason for Delay:** Expanding project work scope and design to accommodate expedited project section procedures for 15/16 allocation (KER 140409) that will merge it with 14/15 allocation (KER 140408).
- **Revised Submittal Date:** February 27, 2015

Should you have any questions, contact Michael James by phone at (661)746-5002 or via email at mjames@shafter.com. Thank you.

Sincerely,

Michael James
Public Works Director

**Federal Transportation Improvement Program - Fiscal Year 2015/2016
RSTP and CMAQ**

Lead	PIN	Project No./ Grant No.	Description	Federal FY 15/16 PE	Federal FY 15/16 CON	FY 15/16 Total	Note
Arvin	KER140401		IN ARVIN: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	\$0	\$434,557	\$562,698	1
Bakersfield	KER140402		IN BAKERSFIELD: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	\$0	\$4,762,045	\$5,379,021	1
Bakersfield	KER140507		IN BAKERSFIELD: GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SAFER ROADS	\$0	\$970,554	\$1,096,300	1
Bakersfield	KER140508		IN BAKERSFIELD: MOHAWK ST AT TOWER WAY; SIGNAL & MOHAWK ST FROM TRUXTUN AVE TO CALIFORNIA AVE; CONSTRUCT MEDIAN ISLAND	\$0	\$429,455	\$485,100	1
Cal. City	KER140403		IN CALIFORNIA CITY: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	\$0	\$281,078	\$317,496	1
Delano	KER140404		IN DELANO: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	\$0	\$1,196,029	\$1,350,988	1
GET	KER140502		IN BAKERSFIELD: ON THE CALIFORNIA STATE UNIVERSITY, BAKERSFIELD CAMPUS; CONSTRUCTION OF A PUBLIC TRANSIT CENTER	\$0	\$1,074,840	\$1,214,115	1
GET	KER140503		IN BAKERSFIELD: EXPANSION OF PASSIVE SOLAR ELECTRIC CONVERSION SYSTEM	\$0	\$1,437,992	\$1,624,300	1
KCOG	KER140414		IN KERN COUNTY: REGIONAL TRAFFIC COUNT PROGRAM	\$0	\$79,677	\$90,000	1
KCOG	KER140501		IN KERN COUNTY: RIDESHARE PROGRAM	\$0	\$201,534	\$227,645	1
Kern Co.	KER140405		IN KERN COUNTY: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	\$0	\$1,466,238	\$2,108,238	1
NOTES	Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved. 2a. Allocation request to CTC. A. Amendment pending						

**Federal Transportation Improvement Program - Fiscal Year 2015/2016
RSTP and CMAQ**

Lead	PIN	Project No./ Grant No.	Description	Federal FY 15/16 PE	Federal FY 15/16 CON	FY 15/16 Total	Note
Kern Co.	KER140506		IN BAKERSFIELD: GROUPED PROJECTS FOR INTERSECTION SIGNALIZATION	\$0	\$1,000,000	\$1,250,000	1
Kern Co.	KER140509		IN KERN COUNTY: GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS	\$0	\$3,199,027	\$3,950,000	1
McFarland	KER140406		IN MCFARLAND: KERN AVE: 2ND ST TO 3RD ST; LANDSCAPING AND PEDESTRIAN IMPROVEMENTS	\$0	\$262,720	\$358,659	1
McFarland	KER140510		IN MCFARLAND: ALONG ELMO HWY AND BROWNING RD; PAVE SHOULDERS AND INSTALL CLASS II BIKE LANE FACILITIES	\$0	\$242,592	\$274,023	1
Ridgecrest	KER140407		IN RIDGECREST: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	\$0	\$588,497	\$664,744	1
Ridgecrest	KER140512		IN RIDGECREST: NORTH WARNER ST FROM DRUMMOND AVE TO WEST HOWELL AVE; SURFACE UNPAVED STREET	\$0	\$231,769	\$261,798	1
Shafter	KER140409		IN SHAFTER: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	\$0	\$182,000	\$205,581	1
State	KER140410		IN MARICOPA: SR 33 AT STANISLAUS ST; INSTALL RECTANGULAR RAPID FLASHING BEACON NEAR PEDESTRIAN CROSSING	\$0	\$30,985	\$35,000	1
State	KER140511		SOUTH OF BAKERSFIELD: SR 223 AT SR 184/WHEELER RIDGE RD; OPERATIONAL IMPROVEMENT	\$0	\$750,000	\$1,500,000	1
Taft	KER140411		IN TAFT: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	\$0	\$198,770	\$224,524	1
<p>Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved. 2a. Allocation request to CTC. A. Amendment pending</p>							
NOTES							

**Federal Transportation Improvement Program - Fiscal Year 2015/2016
RSTP and CMAQ**

Lead	PIN	Project No./ Grant No.	Description	Federal FY 15/16 PE	Federal FY 15/16 CON	FY 15/16 Total	Note
Taft	KER140513		IN TAFT: SUPPLY ROW ST BETWEEN S 4TH ST AND S 6TH ST; CONSTRUCT PARK-AND-RIDE	\$0	\$363,457	\$410,547	1
Tehachapi	KER140412		IN TEHACHAPI: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	\$0	\$315,110	\$355,937	1
Wasco	KER140413		IN WASCO: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	\$0	\$567,412	\$640,928	1
NOTES	Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved. 2a. Allocation request to CTC. A. Amendment pending						

**Federal Transportation Improvement Program - Fiscal Year 2016/2017
CMAQ Substitution Project List**

Lead	PIN	Project No./ Grant No.	Description	Federal FY 16/17 PE	Federal FY 16/17 CON	FY 16/17 Total	Note
Delano	KER140521		IN DELANO: GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS (Woollomes Ave, Ellington St)	\$0	\$746,816	\$843,575	1
GET	KER140522		IN BAKERSFIELD: PURCHASE OF FIVE REPLACEMENT CNG BUSES	\$0	\$2,500,000	\$2,823,902	1
Kern Co.	KER140514		IN TEHACHAPI: UMTALI RD FROM UMFALOZI RD TO SAND CANYON RD; SURFACE UNPAVED STREET	\$0	\$1,000,000	\$1,250,000	1
Kern Co.	KER140515		IN INYOKERN: NEAL RD FROM SR 395 TO BROWN RD; SURFACE UNPAVED STREET	\$0	\$760,000	\$950,000	1
Kern Co.	KER140516		NEAR BUTTONWILLOW: SULLIVAN RD FROM CANNON ST TO BUSSELL RD; SURFACE UNPAVED STREET	\$0	\$400,000	\$500,000	1
Kern Co.	KER140517		NEAR BUTTONWILLOW: CANNON ST FROM SR58 TO SULLIVAN RD; SURFACE UNPAVED STREET	\$0	\$400,000	\$500,000	1
Ridgecrest	KER140520		IN RIDGECREST: GRAAF AVE FROM NORTH SIERRA VIEW TO NORTH NORMA ST; SURFACE UNPAVED STREET	\$15,294	\$87,912	\$116,578	2,1
Wasco	KER140523		IN WASCO: PURCHASE REPLACEMENT CNG REFUSE TRUCK	\$0	\$276,190	\$311,974	2
NOTES Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved. 2a. Allocation request to CTC. A. Amendment pending							



March 4, 2015

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Joseph Stramaglia,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VII
2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

DESCRIPTION: The Kern Council of Governments anticipates formulating its 2016 Regional Transportation Improvement Program (2016 RTIP) this year to further advance projects of regional significance. KCOG staff expects to adopt the 2016 RTIP in November 2015 and then submit the program of projects to the California Transportation Commission by December 2015 as prescribed by state law.

DISCUSSION: The California Transportation Commission (CTC) has initiated the 2016 Regional Transportation Improvement Program process to develop a statewide 2016 State Transportation Improvement Program (STIP) for projects of regional significance. The general order of this process is 1) develop a fund estimate based on the proposed state/federal budgets; 2) update process (STIP) guidelines; 3) develop 5-Year County Share estimates; 4) receive project program proposals; and 5) consolidate regional submissions and approve one statewide program of projects. Although subject to change, the draft CTC time-line is provided below:

- | | |
|------------------|---|
| 1. May 2015 | CTC to adopt Fund Estimate Assumptions |
| 2. June 2015 | CTC to receive Draft Fund Estimate |
| 3. August 2015 | Adoption of statewide Fund Estimate |
| 4. August 2015 | Adopt 2016 STIP Guidelines |
| 5. December 2015 | Regional Project Programs are submitted to the CTC |
| 6. February 2016 | Conduct Southern/Northern California Public Hearing |
| 7. March 2016 | CTC to develop staff recommendation for 2016 STIP |
| 8. April 2016 | CTC approves final 2016 STIP |

Kern COG staff will provide an integrated time line in the months ahead once the Draft Fund Estimate is circulated to the public. Current projects in the 2014 State Transportation Improvement Program include highway capacity work on State Routes 14, 46, 58 and 119. Current project information will be provided with the May reports to TTAC and the Board. The normal process for the region is to 1) identify new programming capacity defined by the state's fund estimate; 2) assess current regional project needs including cost estimate updates; and 3) develop a proposed program of projects to advance projects of regional significance.

Action: Information.



March 4, 2015

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Joseph Stramaglia,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VIII
KCOG PROJECT DELIVERY POLICY AND PROCEDURES UPDATE FOR ACTIVE
TRANSPORTATION PROGRAM

DESCRIPTION:

The California Transportation Commission (CTC) is updating State Active Transportation Program (ATP) guidelines for the Cycle 2 call for bike and pedestrian projects, prompting a potential update to the Kern COG Project Delivery Policy and Procedures ATP chapter.

DISCUSSION:

The Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. The California Transportation Commission developed the guidelines in consultation with the statewide Active Transportation Program Workgroup which consisted of representatives from Caltrans, other government agencies, and active transportation stakeholder organizations with expertise in pedestrian and bicycle issues, including Safe Routes to School programs. The California Transportation Commission is updating their Active Transportation Program Guidelines in anticipation of Cycle 2. The Guidelines are scheduled for Commission adoption by March 26, 2015 followed by a Call for Projects.

The California Transportation Commission Active Transportation Program Guidelines describe the policy, standards, criteria, and procedures for the development, adoption and management of the Active Transportation Program. The draft CTC 2015 ATP Guidelines will introduce two new elements that are proposed here for integration into the Kern COG policy: 1) contingency list of MPO projects; and 2) the requirement for a Project Study Report or equivalent for applicants. Kern COG staff is recommending the inclusion of these two elements into the Kern COG Project Delivery Policy and Procedures document. The project contingency list may be a benefit to the Kern region should elected projects fail; it is in Kern COG's favor to develop a regional process to use this opportunity if needed. The Project Study Report or equivalent is a new state requirement for all applicants – it is not an option.

Attached for your review is the draft update to the Kern COG Active Transportation policy update based on the items indicated above. Should the Transportation Technical Advisory Committee request more time, a technical workshop will be scheduled by Kern COG staff to discuss the policy update. However, Kern COG staff anticipates approval of a final draft to be circulated during the month of April. If more time is needed for review, approval could be moved to May.

ACTION: Information

Chapter 6

Active Transportation Program (ATP)

Background.....	6-1
Development Timeline.....	6-2
CTC Adopted Guidelines	6-3
<i>Figure 6-A: ATP Milestones.....</i>	<i>6-4</i>

Background

On July 6, 2012, “Moving Ahead for Progress in the 21st Century Act (MAP-21)” was signed into law. Section 1122 of MAP-21 established the Transportation Alternatives Program (TAP), Safe Routes to School Program and Federal Lands Program. Subsequently, on September 26, 2013 the Governor of California signed legislation creating the Active Transportation Program (ATP) (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354) in response to MAP-21. This legislation requires the California Transportation Commission (CTC), in consultation with an Active Transportation Program Workgroup, to develop program guidelines. CTC guidelines describe the policy, standards, criteria, and procedures for the development, adoption and management of the Active Transportation Program. The goals of the Active Transportation Program are to:

- Increase the proportion of biking and walking trips;
- Increase safety for non-motorized users;
- Increase mobility for non-motorized users;
- Advance the efforts of regional agencies to achieve greenhouse gas reduction goals;
- Enhance public health, including the reduction of childhood obesity through the use of projects eligible for Safe Routes to Schools Program funding;
- Ensure disadvantaged communities fully share in program benefits (25% of program); and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Federal TAP funds are to be used for transportation-related capital improvement projects that enhance quality-of-life, in or around transportation facilities. Projects must be over and above required mitigation and normal transportation projects, and the project must be directly related to the transportation system. The projects should have a quality-of-life benefit while providing the greatest benefit to the greatest number of people. All projects using this funding shall be included in the FTIP either by amendment or as part of the biennial update. All projects funded with TAP shall be subject to the eligibility requirements defined in Title 23 and their interpretation by state and federal agencies.

Eligible activities - Funds may be used for projects or activities that are related to surface transportation and described in the definition of “Transportation Alternatives.” [23 USC 101(a)(29)].

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation;
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs;
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users;
- Construction of turnouts, overlooks, and viewing areas;
- Community improvement activities, including— inventory, control, or removal of outdoor advertising;
- Historic preservation and rehabilitation of historic transportation facilities;
- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
- Archaeological activities relating to impacts from implementation of a transportation project eligible under 23 USC; and
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to— address storm-water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or
- Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

In addition to defined Transportation Alternatives, the following programs continue to be eligible:

- The Recreational Trails Program under 23 USC 206;
- The Safe Routes to School Program; and
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways; and
- Workforce development, training, and education activities.

Careful consideration should be given to whether an activity falls within the eligibilities created under TAP. Ineligible Activities include the following:

- State or MPO administrative purposes, except for SRTS administration, and administrative costs of the State permitted for RTP set-aside funds;
- Promotional activities, except as permitted under the SRTS;
- General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas and pavilions; and
- Routine maintenance and operations.

State ATP Policy

The California Transportation Commission adopted guidelines for the Active Transportation Program and Caltrans has developed and implemented the information to identify, rank and select projects for funding. This information may be found at: <http://www.dot.ca.gov/hq/LocalPrograms/atp/>. Kern COG's regional process is subject to the approved guidelines set forth by the Commission.

ATP Regional Delivery Policy

Acting in the capacity as the federally designated Metropolitan Planning Organization, Kern COG shall perform several functions, in collaboration with the CTC, to identify and deliver ATP projects. Policies and procedures set forth in this section are intended to maximize the Kern Region's opportunities to receive both state discretionary ATP funding and the Regional minimum guarantee share. The following regional policy elements are provided below are intended to compliment state policy and maximize regional funding opportunities within the ATP and other related programs.

- Because there is both a state discretionary and regional share funding component to the CTC adopted ATP policy, all member agency applications shall be submitted to the State Call for Projects before being considered for the regional share of the program.
- A regional call for projects shall not be separate from the state's adopted Call for Projects adopted timeline - applications sent to the state should also be sent to Kern COG as prescribed in the state approved guidelines.
- Adopted regional policy and procedural guidance shall be subject to the states approved policies and guidance. Regional flexibility shall be prescribed by the CTC.
- Kern COG shall reference ranking and processing criteria as approved by the CTC.
- When developing a regional program of projects, Kern COG shall consider and accept the ranking status of projects previously ranked by state officials.

- Kern COG shall integrate its development of a regional Program of Projects consistent with CTC adopted timelines for a statewide call for projects.
- For purposes of developing a regional Program of Projects, Kern COG shall form a sub-committee made of regional agencies and community stakeholders as prescribed in the adopted CTC guidelines.
- *State policy supports a regional ATP contingency list. Should Kern COG choose, contingency projects not selected for funding due to financial constraint may be submitted to the Commission as information only. Should there be a need to replace a failed project already programmed, the region would notify the Commission and request an amendment to trade/replace projects. The contingency list would be developed based on previously ranked projects just below the regional funding line subject to eligibility and deliverability. The contingency list would cease with the programming of a new ATP cycle and would require a new application and review in the following new cycle.*
- *All applications to the state will require a Project Study Report or an equivalent. This is required by the state guidelines.*

ATP Call for Projects and Programming Timeline

- Kern COG shall issue a concurrent ATP Call for Projects announcement to members of the Transportation Technical Advisory Committee (TTAC) and Transportation Planning Policy Committee (TPPC) meetings in conjunction with the Caltrans ATP Call for Projects.
- Kern COG shall distribute the application form, application instructions, access to the adopted Kern COG and CTC Policy Guidelines, integrated timeline, and a clear explanation that Kern region applications require submittal to the state's process prior to consideration of regional funding.
- Applications not submitted to the Caltrans ATP Call for Projects will not be considered for regional funding. The CTC Guidelines require that all applications sent to Caltrans are to be sent to the associated regional agency.
- Kern COG shall organize a Review Committee consisting of volunteers from the TTAC, TPPC and community stakeholders as prescribed by adopted CTC ATP guidelines.
- The Review Committee will analyze applications, Caltrans comments, and regional funding available to Kern COG. The Review Committee will not re-rank applications.
- The applications forwarded to the regions by Caltrans that are recommended for funding at the regional level shall be electronically forwarded by Kern COG to the Review Committee.
- Kern COG shall establish a meeting date for the Review Committee may review and discuss the applications with others and discuss the merits of each application. Recommendations will be made to Kern COG staff for the regional Program of Projects.

- After all applications are discussed, projects are prioritized from highest to lowest Caltrans scores. Projects are funded as allowed by CTC adopted regional ATP program levels.
- Kern COG staff shall prepare a staff report to the TTAC and TPPC presenting a proposed ATP regional Program of Projects based on the recommendations of the Review Committee.
- After regional approval, the regional ATP Program of Projects is submitted to the CTC for their approval at the prescribed time; once approved by the CTC, approved projects are incorporated into the Federal Transportation Improvement Program.
- Eligibility and programming of ATP projects are subject to adopted ATP Guidelines, state review and federal review during all phases of the advancement process.
- Kern COG ATP policies and procedures may be revised, updated, or otherwise modified at the discretion of the Kern COG Board of Directors and through state and federal updates.

Figure 6-A provides a list of events and dates leading up to the programming of new ATP projects in the FTIP. Dates are specific to the state Cycle 2 Call for Projects occurring in 2015. Additional elements are added to expand on the regional role in the process.

(Dates are subject to March 26, 2015 approval of CTC Guidelines)

Figure 6-A: ATP Milestones for Project Application Submittal and Approval

ATP Milestones	
March 26, 2015	Commission adopts Active Transportation Program Guidelines
March 26, 2015	CTC initiates Call for Projects
March 26, 2015	KCOG concurrently initiates Call for Projects – send out notification of state call for projects and its link to the regional process
June 1, 2015	Project applications are due to Caltrans
June 1, 2015	Large MPOs submit optional guidelines to Caltrans
Month of June, 2015	KCOG Requests volunteers for Review Committee
June 25, 2015	Commission approves or rejects MPO guidelines
Month of July, 2015	KCOG distributes applications to Review Committee for their review
September 15, 2015	CTC Staff recommendation for program of projects
Week of September 14, 2015	KCOG conducts Review Committee Workshop, as needed, to develop regional list of projects for regional approval at October TTAC meeting and October Board meeting.
October 22, 2015	Commission adopts statewide program of projects
October 22, 2015	Unfunded applications forwarded to large MPOs based on location
November 16, 2015	Deadline for MPO project recommendations to the Commission
December 10, 2015	Commission adopts MPO selected projects



March 4, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi, Executive Director
By: Peter Smith, Regional Planner

SUBJECT: TTAC AGENDA ITEM IX
TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 (TDA-3) PROGRAM BICYCLE
PARKING FUNDING LIMITS CHANGE

DESCRIPTION:

A request from a COG board member has been received to raise the funding limits for the bicycle parking element of the TDA-3 program.

DISCUSSION:

The Kern Council of Governments, acting as the state-designated Regional Transportation Planning Authority, administers the TDA-3 program which provides fund for bicycle safety programs, bicycle parking facilities and bicycle and pedestrian travel facilities. Funding is from sales taxes collected on taxable transactions. The Kern Council of Governments developed guidelines in the mid-1980s related to funding for bicycle parking facilities under the TDA-3 program. The fund allocates around \$3-\$4,000 per year with up \$25,000 per year available to member agencies each year. Unused funds go toward bicycle and pedestrian travel facilities.

Under the existing guidelines \$1,000 is available annually to each Kern COG member jurisdiction to purchase and install bicycle racks, or up to \$2,400 annually to purchase and install bicycle lockers. Funding allocations for bicycle parking projects are the first priority for the TDA-3 program, and funding is automatic if an application is filed with Kern COG prior to the funding deadline (July 15, annually). An increase to \$3,000-\$5,000 per member agency was suggested.

Existing Kern COG TDA-3 application Instructions proposed changes:

C. Maximum Funding:

~~1. Bicycle Locker-\$2,400~~

~~2. Bicycle Rack-\$1,000~~

\$3,000 to purchase and install bicycle parking

ACTION: Recommend approval by the Transportation Planning Policy Committee.

KERN COUNCIL OF GOVERNMENTS
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE AND
CONGESTION MANAGEMENT AGENCY TECHNICAL ADVISORY COMMITTEE

KERN COG CONFERENCE ROOM
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA

WEDNESDAY
APRIL 1, 2015
10:00 A.M.

I. ROLL CALL:

- II. PUBLIC COMMENTS:** This portion of the meeting is reserved for persons to address the Committee on any matter not on this agenda but under the jurisdiction of the Committee. Committee members may respond briefly to statements made or questions posed. They may ask a question for clarification; make a referral to staff for factual information or request staff to report back to the Committee at a later meeting. **SPEAKERS ARE LIMITED TO TWO MINUTES. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD PRIOR TO MAKING A PRESENTATION.**

Disabled individuals who need special assistance to attend or participate in a meeting of the Transportation Technical Advisory Committee may request assistance at 1401 19th Street, Suite 300; Bakersfield CA 93301 or by calling (661) 861-2191. Every effort will be made to reasonably accommodate individuals with disabilities by making meeting material available in alternative formats. Requests for assistance should be made at least three (3) working days in advance whenever possible.

III. APPROVAL OF DISCUSSION SUMMARY: Meeting of Wednesday, March 4, 2015

IV. 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (Stramaglia)

Comment: The 2016 Regional Transportation Improvement Program (2016 RTIP) is a 5-year Program for Projects of Regional Significance and is updated every two years by the California Transportation Commission (CTC). Kern Council of Governments is expected to submit its regionally approved project requests to the CTC by December 2015 as required by law.

Action: Information

V. KERN COG PROJECT DELIVERY POLICY AND PROCEDURES UPDATE FOR ACTIVE TRANSPORTATION PROGRAM (ATP) (Stramaglia)

Comment: The California Transportation Commission (CTC) is updating State Active Transportation Program (ATP) guidelines for the Cycle 2 call for bike and pedestrian projects, prompting a potential update to the Kern COG Project Delivery Policy and Procedures ATP chapter.

Action: Recommend that the Transportation Planning Policy Committee approve the ATP Policy revision as presented in Attachment A.

VI. FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) - AMENDMENT PROCEDURE UPDATE (Pacheco)

Comment: The Federal Transportation Improvement Program (FTIP) is a dynamic short-range list of transportation projects that is subject to change. The FTIP amendment process was last revised September 15, 2011. Additional revisions are needed to update language consistent with Federal Highway Administration and Federal Transit Administration procedures.

Action: Recommend approval of the revised FTIP Amendment Policy to the Transportation Planning Policy Committee.

VII. FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AMENDMENT – TIMELINE (Pacheco)

Comment: Upcoming amendment schedule.

Action: Information

VIII. REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) - DRAFT TIMELINE AND FUND ESTIMATE (Pacheco)

Comment: Kern COG staff developed a draft timeline and fund estimate to facilitate programming new Regional Surface Transportation Program (RSTP) projects.

Action: Recommend approval of the RSTP Timeline and Fund Estimate to the Transportation Planning Policy Committee.

IX. CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM – DRAFT TIMELINE AND FUNDING TARGETS (Pacheco)

Comment: Kern COG staff developed a draft timeline and funding targets to facilitate programming new Congestion Mitigation and Air Quality (CMAQ) projects.

Action: Recommend approval of the CMAQ Timeline and Funding Targets to the Transportation Planning Policy Committee.

X. PROJECT DELIVERY PRESENTATIONS – CMAQ & RSTP (Pacheco)

Comment: Presentations will be provided by agencies with Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) projects that as of March 20, 2015 had not yet been submitted for funding authorization.

Action:

1. Recommend that the Transportation Planning Policy Committee implement the Kern COG Policies and Procedures by taking action on April 16, 2015 to deprogram projects presented in this staff report; or
2. Recommend that no action be taken because the projects presented in this staff report are no longer subject to deprogramming because they have all been submitted for funding authorization.

XI. DISCUSSION OF SENATE BILL 1077 – ROAD USAGE CHARGE ALTERNATIVES TO THE GAS TAX (Ball)

Comment: Committee Member Poire requested that the RPAC discuss Senate Bill (SB) 1077. SB 1077 requires that the California Road Charge Pilot Program Technical Advisory Committee (TAC) study road usage charge alternatives to the gas tax.

Action: Information.

XII. MEMBER ITEMS

XIII. ADJOURNMENT

The next scheduled meeting of the Transportation Technical Advisory Committee will be Wednesday May 6, 2015.

KERN COUNCIL OF GOVERNMENTS
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE AND
CONGESTION MANAGEMENT AGENCY TECHNICAL ADVISORY COMMITTEE

KERN COG CONFERENCE ROOM
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA

WEDNESDAY
March 4, 2015
10:00 A.M.

Chairman Schlosser called the meeting to order at approximately 10 a.m. A “sign-in” sheet was provided.

I. ROLL CALL

MEMBERS PRESENT:

Dennis Speer	City of Ridgecrest
Wayne Clausen	City of Shafter
Joe West	NOR/CTSA
Paul Marquez	Caltrans
Ted Wright	City of Bakersfield
Ed Galero	City of Delano
Jay Schlosser	City of Tehachapi
Bob Wren	City of Wasco
Craig Platt	City of California City
Robert Ruiz	City of Arvin
Teresa Binkly	City of Taft
Steve Woods	GET
Bob Neath	County of Kern

STAFF:

Ahron Hakimi	Kern COG
Peter Smith	Kern COG
Rob Ball	Kern COG
Raquel Pacheco	Kern COG
Becky Napier	Kern COG
Susanne Campbell	Kern COG
Rochelle Invina	Kern COG
Linda Urata	Kern COG
Joe Stramaglia	Kern COG
Tami Popek	Kern COG

OTHER:

Evelyn Young	CSUB
Pat Jacobs	CSUB
Lynn Brooks	County of Kern
Sarah Baron	KCSOS
Kimber Gutierrez	Quad Knopf
Michael Wood	Dewalt Corporation
Jeremy Bowman	Dewalt Corporation
Jason Cater	Bike Bakersfield
Cindy Parra	Bike Bakersfield
Vivian Zamora	City of Delano

- II. PUBLIC COMMENTS:** This portion of the meeting is reserved for persons to address the Committee on any matter not on this agenda but under the jurisdiction of the Committee. Committee members may respond briefly to statements made or questions posed. They may ask a question for clarification; make a referral to staff for information or request staff to report to the Committee at a later meeting.

SPEAKERS ARE LIMITED TO TWO MINUTES. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD PRIOR TO MAKING A PRESENTATION.

There were no public comments.

- III. APPROVAL OF DISCUSSION SUMMARY:** Meeting of February 4, 2015 there was a motion by Mr. Wren made to amend the date to show the correct meeting date of February 4, 2015 and to recommend approval of the discussion summary. Mr. Wright seconded the motion.

- IV. FY 2015/2016 TRANSPORTATION DEVELOPMENT ACT APPORTIONMENT ESTIMATE (Snoddy)**

Mr. Smith presented the FY 2015/2016 Transportation Development Act Apportionment Estimate for \$44,845,223.

This item was for information only.

- V. 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM – FINAL AMENDMENT NO. 4**

Ms. Pacheco presented the 2015 FTIP Amendment 4 and said that the documentation was emailed to the TTAC on February 6th, the public review period began on February 8th and ends on March 9th. A public hearing was held on February 19th and as of today no comments have been received. The TPPC board will consider adoption on March 19th. State and Federal approval is required for this amendment.

The action requested is to recommend approval of the 2015 Federal Transportation Improvement Program Amendment No. 4 to the Transportation Planning Policy Committee. Mr. Neath made a motion to recommend approval to the Transportation Planning Policy Committee. Mr. Wright seconded the motion.

- VI. PROJECT DELIVERY PRESENTATIONS – CMAQ & RSTP**

Ms. Pacheco stated that the Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) project delivery letters for fiscal year 14/15, representing \$15.4 million in federal programming, were provided and discussed at the February 4th TTAC meeting. Discussion included: 1) having project managers present the status of their projects at today's meeting; 2) providing the fiscal year 15/16 project list to see if any of those projects could be advanced; and 3) encouraging agencies to deliver their CMAQ Substitution projects.

Ms. Pacheco asked the TTAC to provide one of the following recommendations: 1) Recommend that the Transportation Planning Policy Committee deprogram the projects presented in this staff report; or 2) Recommend that the Transportation Planning Policy Committee implement the Kern COG Policies and Procedures by taking action at the April 16, 2015 to deprogram projects presented in this staff report; or 3) Recommend that no action be taken because the projects presented in this staff report are no longer subject to deprogramming because they have all been submitted for funding authorization.

Chairman Schlosser asked that the presentations include the following information for each project: A. Where the agency is in the delivery process; and B. If the agency feels that they can deliver the project.

Mr. Woods with Golden Empire Transit District (GET) as well as Mr. Jacobs and Ms. Young from California State University, Bakersfield presented and responded to questions regarding the GET transit center project. This project is being revised in 2015 FTIP Amendment No. 4 because original location not suitable. Project will need a CMAQ Transfer from FHWA to FTA and will need to be submitted as part of a FTA grant. Mr. Woods stated the grant will be submitted by June 30th. TTAC members requested an update for this project in October.

Mr. Neath presented and responded to questions regarding the Kern Transit CNG coaches. This project is part of the FTA Section 5311 process. Mr. Neath stated the FTA Section 5311 capital applications are due by April 30th and so the County will submit application in April.

Ms. Brooks presented and responded to questions regarding the County of Kern grouped projects for road, signal, and shoulder improvements. The RFAs (request for authorization) are ready but waiting on Right of Way certifications. Mr. Brooks stated all projects except Holloway Rd will have RFA submitted by end of March. The Holloway Rd project may need an additional study to get environmental clearance. Ms. Brooks stated that Holloway Rd will be submitted by June 30th.

Ms. Baron presented and responded to questions regarding the Kern County Superintendent of Schools CNG Station Expansion project. Ms. Baron stated PES (preliminary environmental study) will be submitted in March and RFA (request for authorization) expected approval in June 2015. TTAC members requested Ms. Baron present consultant's delivery schedule in April.

Mr. Stramaglia presented and responded to questions regarding the Caltrans flashing beacon project in the City of Maricopa. Mr. Stramaglia stated that Caltrans used state funds to design the project and is awaiting confirmation that Caltrans may fund the whole project.

Mr. Clausen presented and responded to questions regarding the City of Shafter Tulare Ave project. Mr. Clausen stated waiting on PES (preliminary environmental study) approval to submit RFA (request for authorization).

The TTAC Chairman suggested the following motion: If a project has been submitted [for funding authorization], the project manager needs to inform Ms. Pacheco. If the project has not been submitted [for funding authorization], the project manager will present a one minute project status at the TTAC meeting on a monthly basis with the exception of the Golden Empire Transit District who will present at the October TTAC meeting. Mr. Wright made the motion. Mr. Wren seconded the motion.

VII. 2015 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

Mr. Stramaglia stated that this is an announcement that the 2016 RTIP cycle will begin this year. Mr. Stramaglia reported that additional items will be presented over the next couple of months to announce other information. He explained that in April more information will be provided about project status and CTC actions. The staff report includes a timeline for Kern COT and CTC actions over the course of the year leading up to the adoption of the 2016 STIP. The regional TIP process is a state run process that allows regions to submit program of projects that we call projects of regional significance. Mr. Stramaglia announced that a Save the Date memo will be circulated for three Kern COG Workshops. They will be in July, August and September. In September there will be a draft program of projects. He reported that the Commission is involved in the 2016 STIP guidelines process now as there are a lot of new stakeholders at the state level. With SB 375 and compliance with other activities related to our adopted SCS.

This item was for information only.

VIII. KERN COG PROJECT DELIVERY POLICY AND PROCEDURES UPDATE FOR ACTIVE TRANSPORTATION PROGRAM (ATP)

Mr. Stramaglia stated that Kern COG is proposing an update to the Kern COG Project Delivery Policy and Procedures Chapter 7. He explained that the state is proposing that a contingency list may be submitted with funded ATP projects for the regional pass-thru portion of the program. So this concept is proposed to be added to the Kern COG policy in time for the submittal of Cycle 2 projects. The purpose of the contingency list for some of the other regions was to have flexibility should any of their project fall apart. These projects would not be financially authorized during the initial submittal of projects and would have to be resubmitted in subsequent cycles. This policy update incorporates a few sentences to give Kern COG that same flexibility for our region. Mr. Stramaglia explained that if some of the approved ATP projects are not being delivered in a timely manner they can move on to another project. It is an added tool that the region could potentially use down the road if needed. He explained that Kern COG staff plans to request approval at the April meeting. Mr. Stramaglia answered several Committee member questions.

This item was for information only.

IX. TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 (TDA-3) PROGRAM BICYCLE PARKING FUNDING LIMITS CHANGE

Mr. Smith stated that a request from a COG Board member has been received to raise the funding limit for the bicycle parking element of the TDA-3 program. His suggestion was to raise the rate from \$1,000 per jurisdiction for bicycle parking, \$2,400 for bicycle lockers to a rate of \$3,000 to \$5,000, staff suggest \$3,000 to purchase and install bicycle parking racks or shelters and we recommend approval to the TPPC.

Mr. Jason Cater, Director of Bike Bakersfield said that we really support this endeavor. Bike parking is a very important part of bicycling, it's a very small line item but if you invest in it you can really do a lot to encourage bike and ride. It's a small part with a big impact. He suggested the amount be increased to \$5,000 or even \$10,000 or a reasonable amount for each jurisdiction to apply for.

Ms. Cindy Parra, a GET board member and also the Chair of the Kern bicycle and pedestrian safety coalition and she's here to encourage you to raise the amount for bicycle parking to at least \$5,000. It would benefit not only Bakersfield but the outlying areas as well. She said that she has talked to Kern transit and several people ride their bikes their and then there's nowhere for them to park their bikes so they are unable to ride the transit. If there was bicycle lockers at those locations it would be easier to feel confident that their bike would be safe if they left it in a locker and those do cost a little bit more money so \$3,000 for some of the outlying areas might not be a good number. Please consider raising the amount to \$5,000.

Mr. Neath said regardless of the amount available per agency is \$25,000 the maximum awarded to Kern County. Mr. Smith said that each jurisdiction is allowed up to \$1,000 for a bike rack or up to \$2,400 for a bicycle locker, times that by 12 for each of the cities and the county for the maximum allowed. What we're proposing is a non-competition allocation where if you apply for the money you are automatically granted it. Mr. Neath said if we would recommend \$5,000, it potentially could be \$60,000 if all 12 agencies submit. Mr. Smith said we are looking at \$750,000 per year in total TDA allocations.

Chair Schlosser suggested can we say \$3,000 per agency with a \$36,000 maximum and then the agencies can work with each other. If one agency doesn't use their portion then another agency can ask for more than \$3,000 by using that unused portion.

Mr. Clausen made the motion to allocate \$3,000 per agency with a \$36,000 maximum allocation. Second by Mr. Wright.

X MEMBER ITEMS

Ms. Urata directed the Board's attention to a flier at their places. On February 11th, the California Air Resources Board (CARB) issued a grant solicitation for a car sharing pilot program. It's an availability of \$2.5 million for one or multiple projects. The program is funded with Cap and Trade money. The goal is to reduce greenhouse gas emissions by introducing cleaner advanced technology vehicles to residents of disadvantaged communities. Eligible applicants are Federal, State or local government entities and nonprofit organizations. The flyer lists the types of projects eligible for funding and the timeline. The applications are due to CARB no later than 5:00 pm April 8th. There is a website listed on the flier. Kern COG is aware that CalVans intends to submit an application for a traditional carsharing program for rural communities.

Ms. Urata announced that when the energy program has wrapped up, Kern COG will be making her available to help the member agencies with finding and applying for grant funds.

Mr. Marquez announced that Caltrans has been working on the update of the California Transportation Plan (CTP) which is the long-range vision for transportation planning. The draft will be coming out for the 2040 CTP and is scheduled to be adopted in December of this year.

XI. ADJOURNMENT

With no further business the TTAC adjourned at 11:10 am. The next scheduled meeting of the TTAC will be March 4, 2015.



April 1, 2015

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Joseph Stramaglia,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: IV.
2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

DESCRIPTION:

The 2016 Regional Transportation Improvement Program (2016 RTIP) is a 5-year Program for Projects of Regional Significance and is updated every two years by the California Transportation Commission (CTC). Kern Council of Governments is expected to submit its regionally approved project requests to the CTC by December 2015 as required by law.

DISCUSSION:

The purpose of this report is to present a development overview and timeline for the 2016 RTIP process. The CTC has begun the process to develop a statewide 2016 State Transportation Improvement Program (2016 STIP) for Projects of Regional Significance. Each regional submittal to the CTC is considered an "RTIP". Once submittals are aggregated and approved by the CTC, it becomes a "STIP". Currently, Kern projects in the 2014 STIP include street and highway improvements on State Routes 14, 46, 58, 119 and two local streets in Ridgecrest and Tehachapi. The indicated projects are summarized below:

STATUS OF PROJECTS OF REGIONAL SIGNIFICANCE IN 2014 STIP

RANK	PROJECT DESCRIPTION	PROGRAM PHASE	FY	STATUS
Board / 13	West Ridgecrest Blvd. Recon. & Widen	Construction	13-14	Constructed
Board / 61	Challenger Drive Extension	Construction	13-14	Constructed
Board / 14	SR 14 – Freeman Gulch Widening Phase 1	Pre-Construction	12-15	In Progress
		Construction	16-17	Not Started
Board / 14	SR 14 – Freeman Gulch Widening Phase 2	Pre-Construction	15-17	In Progress
		Construction	- - -	Not Yet Funded
Board / 60	SR 46 – Segment 4A Widening	Pre-Construction	12-13	In Progress
		Construction	15-16	Not Yet Started
5 / Board	SR 119 – Truck Climbing Lanes	Pre-Construction	12-15	In Progress
		Construction	15-16	Not Yet Started
Board	SR 58 Centennial Corridor	Pre-construction	12-15	In Progress
		Construction	17-18	Not Yet Started

Funding Shortfalls - Several projects have not advanced since 1998 because the state has fallen short in expected formula revenue streams. There are several projects in the Kern region were advanced to the environmental review phase in 1998 to create a new shelf of projects. Several of these projects were subsequently shelved because of revenue shortfall exceeding \$300 million in subsequent cycles. These projects include:

- ◆ State Route 184 Weedpatch Highway Widening – Shelved
- ◆ State Route 58 Dennison Road Interchange – Shelved
- ◆ State Route 46 Widening through Wasco – Shelved
- ◆ US 395 Widening through Ridgecrest - Shelved

2016 RTIP TIMELINE

A “Save the Dates” memo was circulated in late March to announce the dates for three (3) scheduled Kern COG 2016 RTIP Workshops. In April, KCOG staff will circulate a request to project managers to begin cost estimate updates for currently programmed projects. The expanded time-line below includes KCOG and CTC benchmark actions leading to state approval of the 2016 STIP by April 2016.

April / May 2015	KCOG: TTAC/TPPC – RTIP process overview, project status and cost estimates CTC: Fund Estimate Assumptions Adoption
June 2015	KCOG: TTAC/TPPC - Fund needs for current projects and Draft Fund Estimate CTC: Develop Draft Fund Estimate
July 2015	KCOG: Conduct first 2016 RTIP Workshop KCOG: Develop 2016 RTIP Program of Projects
August 2015	KCOG: Conduct second RTIP Workshop CTC: Staff Recommendation for Fund Estimate CTC: Fund Estimate Adoption CTC: Adopt 2016 STIP Guidelines
September 2015	KCOG: Conduct third RTIP Workshop KCOG: TTAC/TPPC – Circulate Admin. Draft 2016 RTIP Program of Projects
October 2015	KCOG: TTAC/TPPC – Circulate Draft 2016 RTIP Program of Projects
November 2015	KCOG: TTAC/TPPC - Request Approval of Final 2016 RTIP Program of Projects
December 2015	KCOG: Submit 2016 RTIP to CTC and Caltrans
February 2016	CTC: Conduct Public Hearings for Draft 2016 STIP
March 2016	CTC: Staff recommendation for 2016 STIP
April 2016	CTC: 2016 STIP Adoption

Regional Adoption of 2014 Regional Transportation Improvement Program

On November 21, 2013, the KCOG Board of Directors approved its 2014 RTIP Program of Projects. The CTC Fund Estimate share for this cycle was proposed at \$ 32,269,000. Kern's response was a request of in new programming totaling \$58.9 million in order to advance one project of regional significance in Kern County and one partnership project of regional significance in Inyo County. The KCOG staff recommendation included 1) \$49,000,000 of new RTIP funding for SR 58 Centennial Corridor with the remaining capacity going towards the partnership project Olancho Cartago Widening in Inyo County. Several other projects ready to advance in Kern County were not funded and subsequently delayed. The Kern region approved and requested \$49 million for SR 58 Centennial Corridor as part of the 2014 RTIP submittal but the Commission was only able to program \$29 million.

KCOG Project Selection Policy

In 1998, KCOG circulated a call for projects to the Cities and County of Kern and ranked 66 Projects of Regional Significance. This action was in response to the enactment of SB 45 which shifted 75% of formula highway revenue to regional control and 25% to state control. The KCOG RTIP Policy focused on regional equity inside and outside of the Metropolitan Bakersfield area and project readiness. The equity policy designates that 60% of State Transportation Improvement Program funds be available for projects inside Metropolitan Bakersfield Boundary (as modified by the policy). The remaining 40% of the State Transportation Improvement Program funding was for projects outside the Metropolitan Bakersfield boundary. The policy notes that funds can be flexible (moved inside and outside the designated boundary from year to year) as long as the "60/40" balance is maintained over the long-term. MOU programming is not part of the 60/40 assessment. Several of the other policy considerations are listed below.

- ◆ Once KCOG has committed to a project in the Regional Transportation Plan and Regional Transportation Improvement Program, it is KCOG's policy to continue advancing the project that has completed one phase to the next phase when funding is available;
- ◆ Once KCOG has committed to a project in the Regional Transportation Plan and Regional Transportation Improvement Plan, it is KCOG's policy to keep a project or phase of a project whole, when possible;
- ◆ KCOG leverages outside project dollars through partnerships with Caltrans (IIP), other Regions, Local contributions, regional commitments from other Counties, demonstration funds, or state bond funds;
- ◆ KCOG supports the equitable distribution of funding through the management of the Metro/Rural 60/40 programming split of State Transportation Improvement Program funding; and
- ◆ KCOG uses a ranked list of candidate Regional Transportation Improvement Program projects approved by the KCOG Board of Director's in addition to other Board Actions to manage overall project priorities.

These policy considerations are taken into account by KCOG staff when developing the RTIP Program of Projects. The RTIP process is a continuum of project development from cycle to cycle because of the extensive cost, time and effort required to advance environmental review, design, rights-of-way, and construction phases. This region's successfully delivered projects of regional significance have taken well over a decade to deliver from environmental review all the way through to construction.

Revenue Partnerships – Since 1998, the KCOG Board has partnered with Caltrans, Inyo County and Mono County as a way to leverage state highway funding along interregional focus routes 14, 46 and 58. The KCOG Board of Directors entered into Memorandums of Understanding (MOU) with Caltrans and the Counties of Inyo and Mono in order to combine Kern's regional choice funding with State choice dollars to deliver projects along the State Route 14 / US 395 Corridor up into the Counties of Inyo and Mono.

The 1998 MOU committed the KCOG Board to assist with an Inyo County project, the Olancho Cartago widening project and a project in Mono County once it's selected. As part of the 1998 MOU, Caltrans delivered the State Route 14 Mojave Widening project in Kern. The next KCOG project benefitting from this collaboration is the State Route 14 Freeman Gulch Widening project. Updates to the 3-County MOU with Inyo County, Mono County and Caltrans will be presented as a separate report as needed.

Action: Information.

- Attachment A – Project Status of Programmed STIP Projects ready to Advance
- Attachment B – 2014 STIP as approved by California Transportation Commission
- Attachment C – Graphic
- Attachment D – Statewide Investments
- Attachment E – 3-County MOU (as it currently stands)
- Attachment F – KCOG "Save the Dates" Memo – 2016 RTIP Workshops

State Route 14 – Freeman Gulch Widening Segment 1

Project Description and Location: Segment 1 is ready for construction. The project starts 1 mile south of State Route 178 East to 1.7 miles north of State Route 178 East for a total of 2.7 miles. The project will widen the divided highway from 2 to 4 lanes.

Purpose and Need: The project constitutes the principal access into the Inyo and Mono County recreation areas. The project will relieve congestion, separate oncoming traffic with a divided median, and break up traffic queues by providing major passing opportunities. This project is the first of three segments that will close the final 2-lane "gap" on Route 14 between Mojave and the junction with Route 395. Route 14 is an Interregional High Emphasis Focus Route.

Project Status: Project design is currently in progress with some preliminary rights-of-way work as well.

Current Revenue Needs: This MOU project is programmed with Inyo 10% RIP, Mono 10% RIP, Kern 40% RIP and Caltrans 40% IIP. This project is considered to be fully funded.

Current STIP Programming (\$ X 1,000)						
RTIP Cycle	Phase	FY	STIP	ITIP	Other	Total
	Environmental					
2008 RTIP	Engineering	12-13	\$1,000	\$1,000	\$500	\$2,500
2008 RTIP	Rights-of-Way	14-15	\$4,520	\$4,520	\$2,260	\$11,300
2012 RTIP	Construction	16-17	\$12,435	\$12,435	\$6,218	\$31,088
	Total		\$17,955	\$17,955	\$8,978	\$44,888



Legend ——— KER010103 — Highway ■ City Limits

State Route 14 Widening (Segment 1)

State Route 14 – Freeman Gulch Widening Segment 2

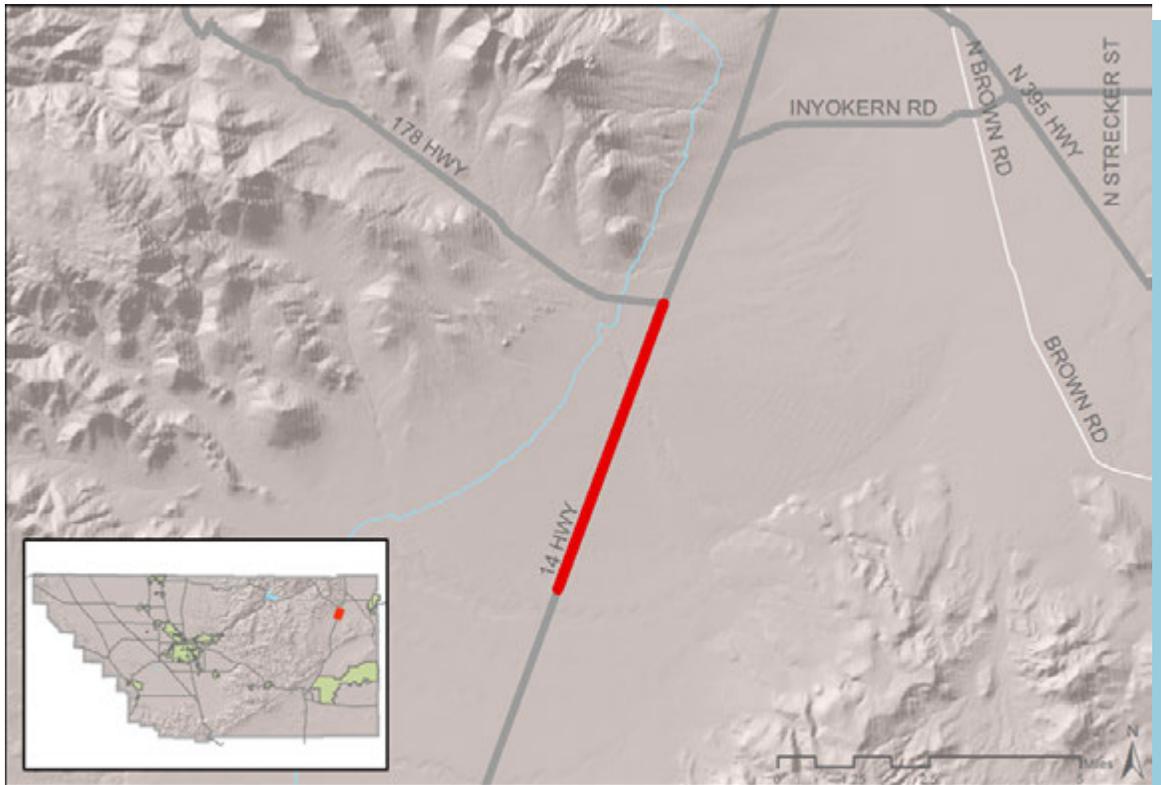
Project Location and Description: This project is the second of the three segments. The project is located from 4.8 miles south of Route 178 west to 0.5 mile north of Route 178 west to convert from a 2-lane conventional highway to a 4-lane expressway.

Purpose and Need: The project constitutes the principal access into the Inyo and Mono County recreation areas. The project will relieve congestion, separate oncoming traffic with a divided median, and break up traffic queues by providing major passing opportunities. This project is the second of three segments that will close the final 2-lane "gap" on Route 14 between Mojave and the junction with Route 395. Route 14 is an Interregional High Emphasis Focus Route.

Project Status: This project is in the design phase. Construction is not yet programmed.

Current Revenue Needs: Segment 2 was programmed for PS&E and RW using RIP from Inyo and Mono Counties only with proposed ITIP revenue. This is considered a "loan" and Kern COG will need to restore its 40% share from a future county share cycle. **Future Cost Estimate: \$42 M.**

Current STIP Programming (\$ X 1,000)						
RTIP Cycle	Phase	FY	STIP	ITIP	Other	Total
	Environmental					
2012 RTIP	Engineering	15-16		\$1,300	\$1,950	\$3,250
2012 RTIP	Rights-of-Way	16-17		\$3,044	\$4,566	\$7,610
	Construction					
	Total			\$4,344	\$6,516	\$10,860



Legend — KER120105 Highway City Limits

State Route 14 Widening (Segment 2)

State Route 58 – Centennial Corridor Connector

Project Location and Description: This new alignment of State Route (SR) 58 begins at Interstate 5 (PM T31.7) and ends east of Cottonwood Road (PM R55.4) in and near the City of Bakersfield. This project consists of a new freeway alignment from the east terminus of Westside Parkway to SR 99 and operational improvements on the existing SR 58 from SR 99 to east of Cottonwood Road.

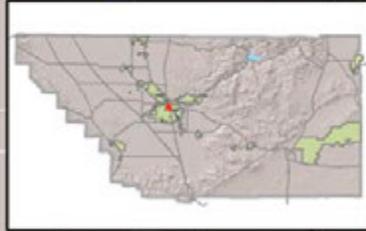
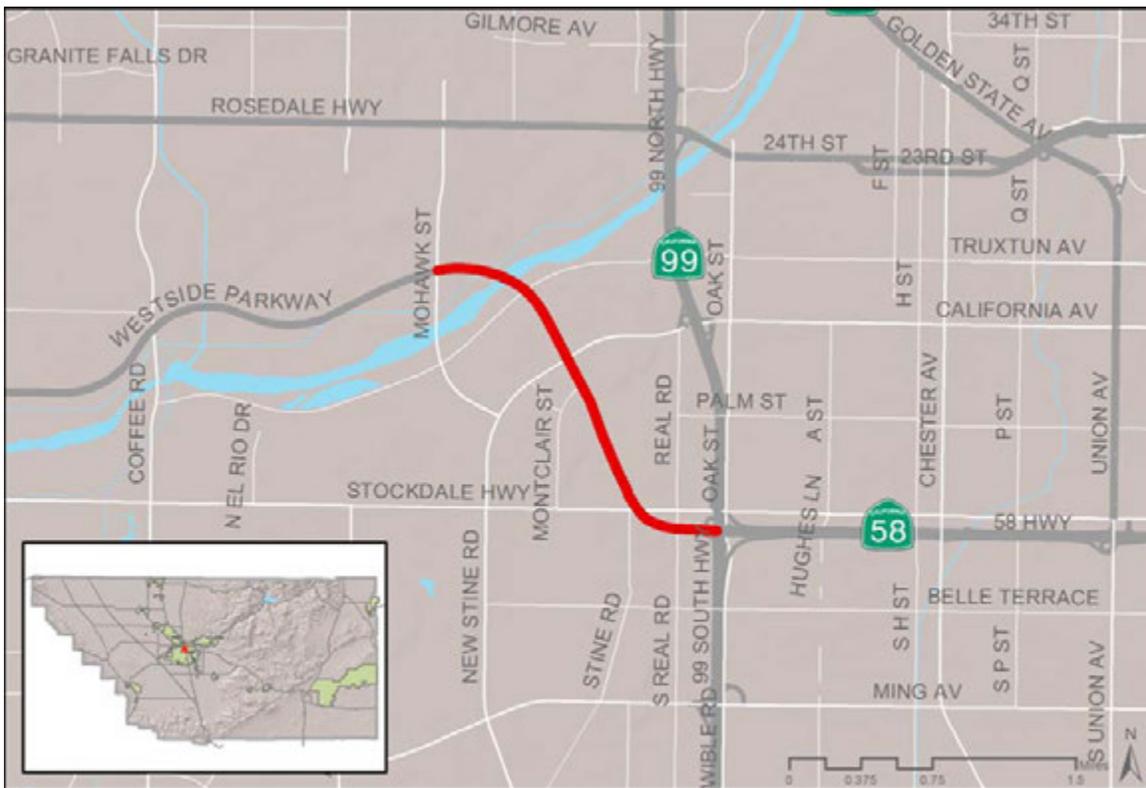
Purpose and Need: This project is to construct and ultimately adopt an alignment for SR 58 that will provide interregional and regional conductivity for east-west traffic traveling within metropolitan Bakersfield and Kern County, provide continuity for SR 58 in Kern County, promote economic growth and international/interregional trade by improving linkage between existing segments of the interstate system, reduce commercial and regional commute time through a major freight corridor, improve local east-west circulation and reduce congestion.

Project Status: This project currently is completing the environmental review phase.

Current Revenue Needs: The construction phase includes several funding sources. STIP funding will offset the need for \$173,209,000 in local revenue. \$97,889,932 of the \$271,599,000 is federal earmark.

Current STIP Programming (\$ X 1,000)

RTIP Cycle	Phase	FY	STIP	ITIP	Other	Total
2014	Construction	17-18	\$33,001		\$271,599	\$304,600
	Total		\$33,001		\$271,599	\$304,600

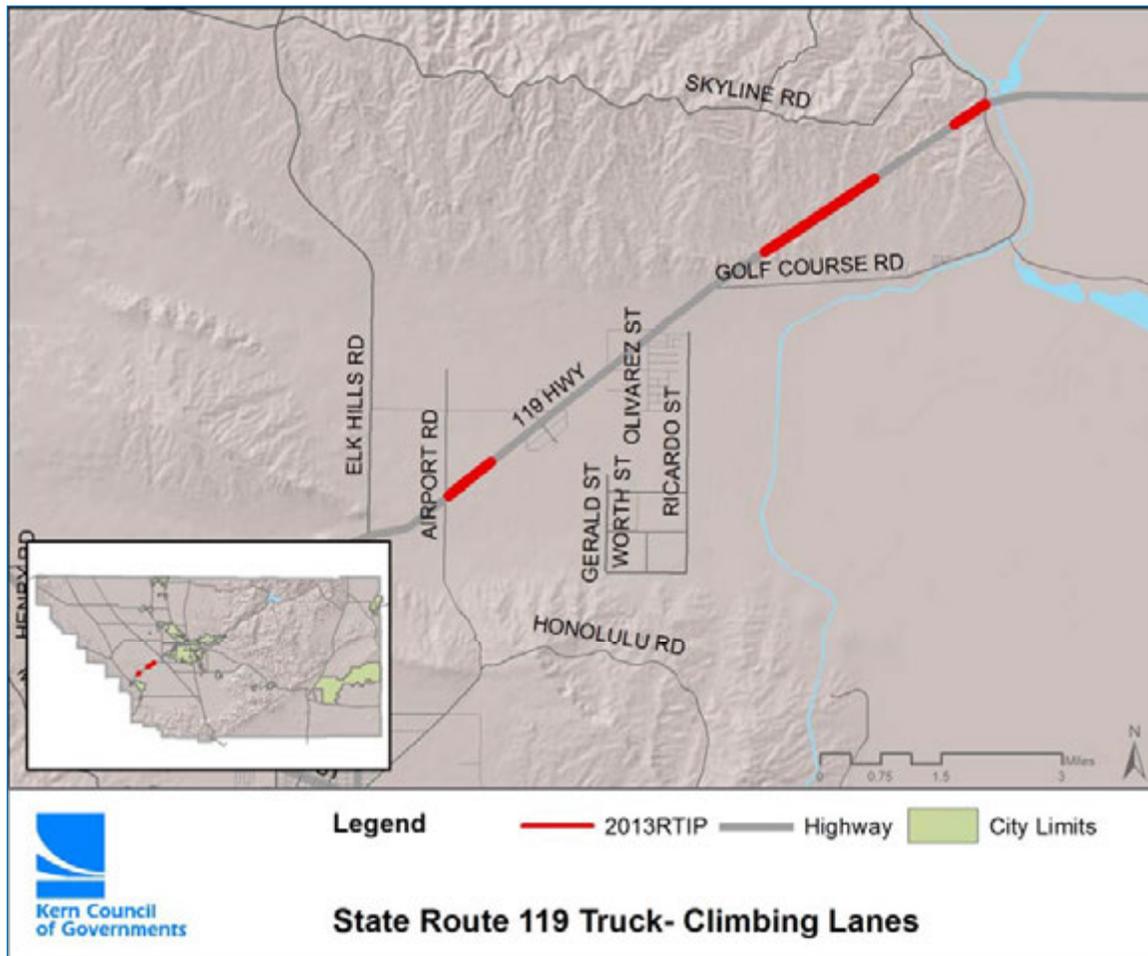


Legend ——— KER050104 ——— Highway [Green Box] City Limits

State Route 58 Centennial Corridor Connector

State Route 119 Truck Climbing Lanes

Project Location and Description: Near Taft, from Cherry Avenue to Tupman Road. Construct eastbound and westbound truck-climbing lanes.						
Purpose and Need: Segments of Route 119 within the project limits are currently operating at a Level of Service (LOS) D and E. Segment 1, from post-mile 5.5 to R9.1, and segment 2, from post-mile R9.1 to R11.6 are currently operating at LOS E.						
Project Status: Project Report in revision to modify project scope from bypass to passing lanes. Design and construction to follow. Rights-of-way to be amended to separate into construction.						
Current Revenue Needs: Initial estimates were considered sufficient. However, additional revenue may be needed for environmental mitigation. A portion of ROW programmed is expected to finance construction. Although not yet delivered this project is expected to start construction this year.						
Current STIP Programming (\$ X 1,000)						
RTIP Cycle	Phase	FY	STIP	ITIP	Other	Total
	Environmental					
	Engineering	12-13	\$400			\$400
2012	Rights-of-Way	14-15	\$5,205			\$5,205
	Construction					
	Total		\$5,605			\$5,605



ATTACHMENT C – Other Significant Transportation Investments in Kern County

Project Description	Program	Year of Construction	Construction Investment	Status
Agency: City of Arvin				
Arvin - SR 223 from Old River Road to Vineland Road - Widen shoulders & install rumble strips	SHOPP	2013-14	\$3,652,000	Completed
Arvin – Bear Mountain Blvd (SR 223) Derby St. – Install traffic signals, railroad crossings, upgrade install new pavement, striping and pavement markers	SHOPP	2016-17	\$965,000	Construction to begin by 2017
Arvin – SR 223/184 construct traffic roundabout	CMAQ	2015-16	\$1,500,000	Construction to begin by 2016
Arvin – Roadway Reconstruction on Varsity Ave. from Comanche Dr. to Campus Dr.	RSTP	2015-16	\$562,698	Construction to begin by 2016

Agency: City of California City				
California City - SR 14 Widen and construct interchange at California City Blvd.	STIP	2005-06	\$62,000,000	Completed
California City - Redwood Blvd./Hacienda Blvd; reconfigure intersection; curb, gutter, raised medians, upgrade signs, striping and pavement markings	HSIP	2013-14	\$411,300	Completed
Boron Area – SR 58 West of Boron Overcrossing to SBDNO County Line – Pavement Rehabilitation	SHOPP	2014-15	\$5,175,000	Construction to begin by 2015
California City - California City Blvd. from Baron Blvd to Wonder Ave. – install safety roadway elements; reflectors, rumble strips, new striping and surface coating	HSIP	2015-16	\$378,700	Construction to begin by 2016
California City – Hacienda Blvd. - Street Rehabilitation	RSTP	2014-15	\$381,698	Construction to begin by 2015
California City – Hacienda Blvd. - Street Reconstruction	RSTP	2015-16	\$317,496	Construction to begin by 2016

Agency: City of Delano				
Delano - SR 155 at Browning Road – Construct Roundabout	SHOPP	2016-17	\$2,962,000	Construction to begin by 2017
Delano - Cecil Ave. / Albany St.; Albany St./15 th Ave.; Albany St./14 th Ave.; Albany St./13 th Ave.; SR 155 (Garces Hwy.)/Austin St.; SR 155/Belmont St.; SR 155/Dover St.; Construct raised crosswalk, bulb-outs, curb ramps; install signs and striping	SRTS	2014-15	\$393,600	Construction to begin by 2015.
Delano – Cecil Ave. at Albany St. upgrade traffic signal and install left-turn phasing	HSIP	2015-16	\$265,600	Construction to begin by 2016
Delano – High St. Resurfacing, Reconstruction and Rehabilitation	RSTP	2015-16	\$678,099	Construction to begin by 2016
Delano – Ellington St. Resurfacing, Reconstruction and Rehabilitation	RSTP	2015-16	\$336,648	Construction to begin by 2016
Delano – Fremont St. Resurfacing, Reconstruction and Rehabilitation	RSTP	2015-16	\$336,241	Construction to begin by 2016

Agency: City of Maricopa				
Maricopa - SR 166 west Of San Emigdio Creek Bridge To Route 166/99 Separation Asphalt Concrete Overlay	SHOPP	2009-10	\$15,900,000	Completed

ATTACHMENT C – Other Significant Transportation Investments in Kern County

Project Description	Program	Year of Construction	Construction Investment	Status
Agency: City of McFarland				
McFarland - SR 99 / 178 Kern Avenue & Sunny Lane Pedestrian Crossings ADA Compliance Upgrades	SHOPP	2015-16	\$12,100,000	Construction to begin by 2015
Near McFarland - SR 99 from Beardsley Canal Bridge To Route 46/99 Separation - Replace Pavement	SHOPP	2010-11	\$88,000,000	Completed
Near McFarland – SR 99 South Of Sherwood Ave to south Of Whisler Road – Construct Rumble Strip	SHOPP	2013-14	\$1,444,000	Completed
McFarland - On Perkins Avenue, Browning Avenue, Kern Avenue, construct sidewalk and curb ramps	SRTS	2012-13	\$286,750	Completed

Agency: City of Ridgecrest				
Ridgecrest - SR 178 from China Lake Blvd To Gemstone Street - Reconstruct Center Median With Raised Center Median	SHOPP	2014-15	\$2,020,000	Under Construction
Near Ridgecrest – SR 178 Red Rock Canyon Bridge #50-0178. Replace bridge	SHOPP	2013-14	\$14,450,000	Completed
Near Ridgecrest - SR 178/395 Sep to Richmond Rd. Asphalt Overlay	SHOPP	2012-13	\$3,265,000	Completed
Johannesburg – U.S. 395 from County line to SR 178 – Pavement Rehabilitation	SHOPP	2014-15	\$8,400,000	Construction to begin by 2015
Ridgecrest - China Lake Blvd/Upjohn Ave; China Lake Blvd. - install traffic signals and curb ramps	HSIP	2013-14	\$361,000	Construction to begin by 2014.
Ridgecrest - China Lake Blvd/Bowman Rd; install traffic signals; construct curb ramps, curb and gutter	HSIP	2014-15	\$440,000	Construction to begin by 2015.
Ridgecrest - Drummond Ave between Downs St and Inyo St; Widen roadway; improve alignment	HSIP	2015-16	\$293,000	Construction to begin by 2016
Ridgecrest - Seven (7) intersections); upgrade traffic signals	HSIP	2014-15	\$426,000	Construction to begin by 2015
Ridgecrest - Twelve (12) intersection (on Norma St, Downs St, Richmond Rd); install signs and pavement markings	HSIP	2014-15	\$528,000	Construction to begin by 2015
Ridgecrest - at various locations; Construct sidewalks, curb ramps, and a bus turnout; install crosswalks, speed feedback signs, and bike lane signs and pavement markings	SRTS	2015-16	\$583,400	Construction to begin by 2016
Ridgecrest – S. China Lake Blvd. Resurfacing	RSTP	2014-15	\$664,744	Construction to begin by 2015

Agency: City of Shafter				
SR 43 in the cities of Shafter and Wasco, at various intersections. Construct pedestrian curb ramps.	SHOPP	2015-16	\$1,206,000	Construction to begin by 2016
SR 43 from 0.3 Mile North Of Los Angeles St To SR 46 - Place Rubberized Hot Mix Asphalt	SHOPP	2010-11	\$13,145,000	Completed
Shafter – Tulare Ave. Resurfacing, Rehabilitation and Reconstruction	RSTP	2014-16	\$482,581	Construction to begin by 2015

ATTACHMENT C – Other Significant Transportation Investments in Kern County

Project Description	Program	Year of Construction	Construction Investment	Status
Agency: City of Taft				
Taft - SR 119 0.2 Miles East Of Weed Creek And 0.3 Miles West Of Lakeview Wash Bridge Widen Shoulders And Overlay	SHOPP	2011-12	\$3,564,000	Completed
Taft - Various locations - Construct curb ramps; install speed feedback signs, in-pavement crosswalk lights, striping and pavement markings	SRTS	2014-15	\$457,400	Construction to begin by 2015
Taft - SR 119 from 119/33 to 119/5 Sep. Br. Maintenance Asphalt Overlay	SHOPP	2012-13	\$1,460,000	Completed
Taft – Church St. Rehabilitation	RSTP	2015-16	\$224,524	Construction to begin by 2016

Agency: City of Tehachapi				
Near Tehachapi, at Sand Canyon Road Bridge No. 50-0345R. Replace bridge	SHOPP	2014-15	\$3,114,000	Construction to begin by 2015
Tehachapi - SR 58 Near Tehachapi At Summit Overhead Replace Bridge Rails and widen intersection	SHOPP	2014/18	\$2,125,000	Construction to begin by 2015
Tehachapi – SR 58 at Cache Creek Bridge – Bridge Replacement	SHOPP	2017-18	\$13,768,000	Construction to begin by 2017
Tehachapi – SR 58 at Broom Road intersection improvements	Minor	2014-15	\$2,914,000	Under Construction
Tehachapi – Tehachapi Blvd. from Steuber Rd. to Monolith St. – install traffic signals, striping, signs, sidewalks, gutters, curbing and ramps and new pavement	HSIP	2016-17	\$1,390,000	Construction to begin by 2017
Golden Hills – On Madre St., Park Rd., Golden Hills Blvd. – construct sidewalks, curb, gutter and ramps	SRTS	2014-15	\$213,000	Construction to begin by 2015
Tehachapi – Tehachapi Blvd. Rehabilitation	RSTP	2015-16	\$355,937	Construction to begin by 2016

Agency: City of Wasco				
Near Wasco - SR 46 at SR 99 Separation Bridge No. 50-0184E. Replace bridge	SHOPP	2015-16	\$21,977,000	Construction to begin by 2016
Wasco and Shafter - SR 43 at various intersections - Construct pedestrian curb ramps	SHOPP	2015-16	\$1,206,000	Construction to begin by 2016
Wasco – 7 th St. Reconstruction	RSTP	2015-16	\$640,928	Construction to begin by 2016

Glossary of Terms:

ATP “Active Transportation Program”

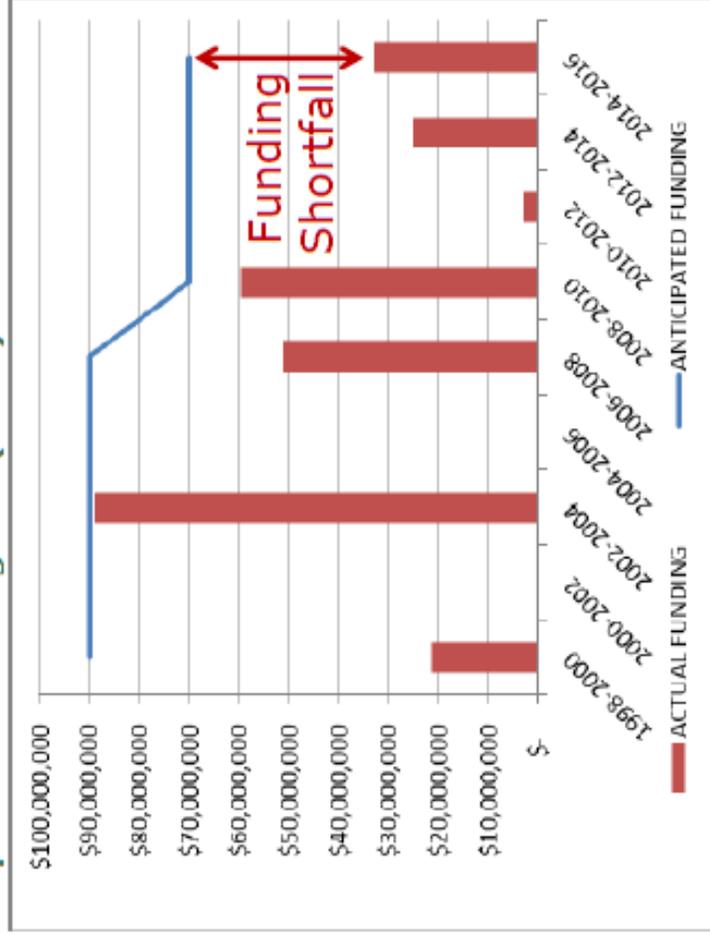
HSIP “Highway Safety Improvement Program”

SRTS “Safe Routes to School” Program

SHOPP “State Highway Operations and Protection Program”

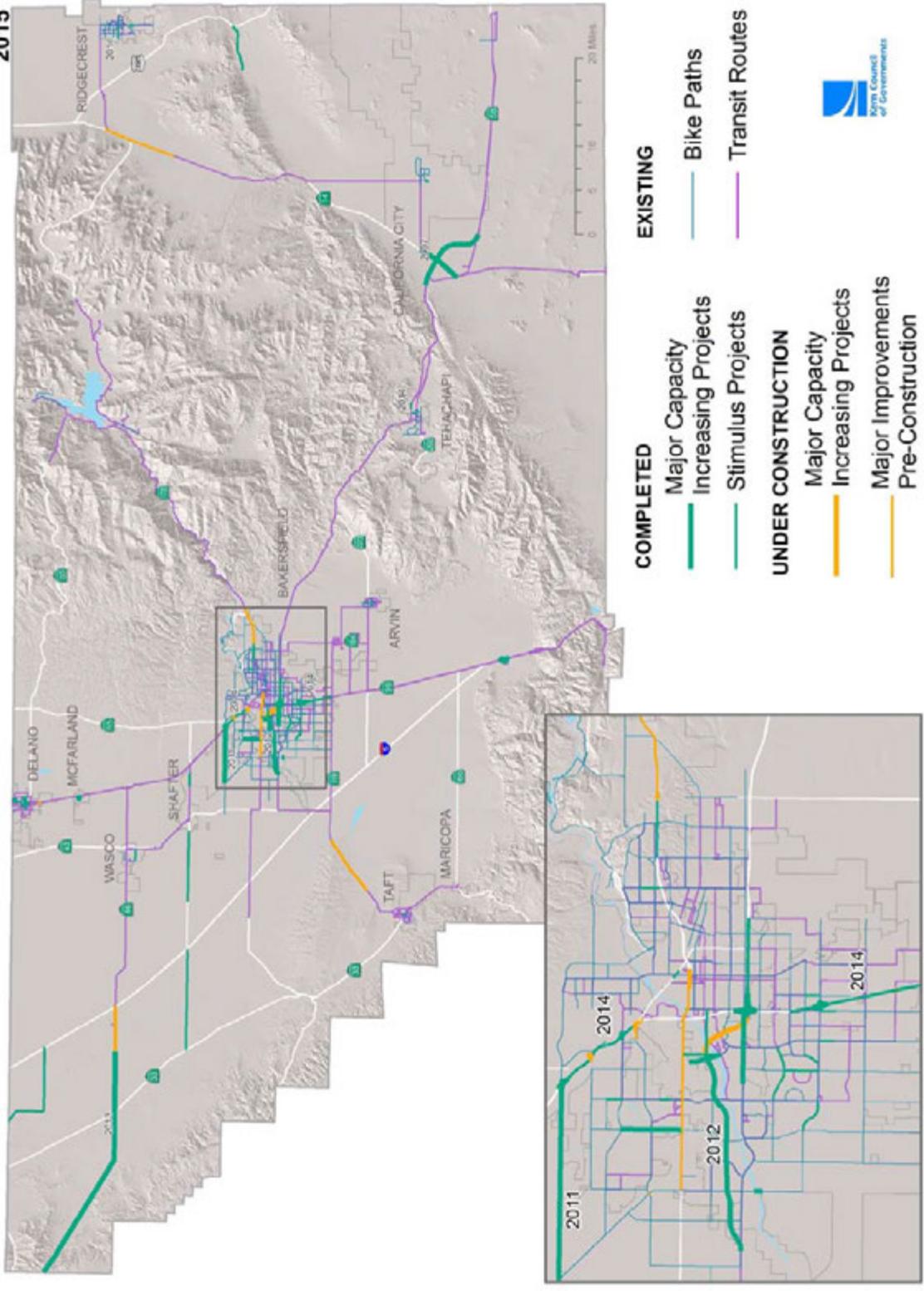
The “Other” Category: State Transportation Improvement Program for New Road Projects

2-Year Funding Cycles Kern Regional Transportation Improvement Program (RTIP)



- Average **\$25 million shortfall per year**
- 60% less funding than RTP anticipated in 1998
- \$15 Billion need for unfunded new projects
- Still the 2014 RTP creates 80,000 job years over 26 years
- A measure would add **19,000 job years**

KERN TRANSPORTATION PROJECTS Completed and Under Construction 2015



ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 1 OF 11

MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND KERN COUNCIL OF GOVERNMENTS

This Memorandum of Understanding is entered into, by, and between the Inyo County and Mono County Local Transportation Commission (LTC's), and the Kern Council of Governments (Kern COG).

RECITALS

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Government Code Section 29532, and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The Inyo and Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the development of State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395, from the Kern/San Bernardino County line to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR).

As evidence of the cooperation between these three RTPAs, they previously entered into a Memorandum of Understanding in January 1999 and 2001, that provided for the joint funding of certain projects on the CORRIDOR, along with the following other considerations:

1. Forming a coalition consisting of Inyo, Mono, and Kern County RTPAs;
2. Meeting regularly;
3. Developing additional MOUs to define the planning process and the CORRIDOR development plan; and
4. Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR.

The Memorandum of Understandings from January 1999 and 2001 are considered to be updated and merged into one MOU with the approval of this MOU. Since 1999, during coordination meetings between the RTPAs, projects have been identified on the CORRIDOR which they consider to be of mutual benefit and which the three RTPAs wish to jointly fund.

ROLES AND RESPONSIBILITIES

Under this MOU, Inyo, Mono, and Kern County RTPAs agree to pool Regional Improvement Program (RIP) funds (county shares) for the purpose of jointly sponsoring PROJECTS on the CORRIDOR. The RTPAs hereby request the CTC commit Interregional Improvement Program (IIP) funding toward the joint-sponsored PROJECTS.

The RTPAs agree to continue to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed change to project scope, limits, cost and/or schedule must be approved by the California Transportation Commission before becoming effective. The RTPAs agree to not change the scope, limits, cost, and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified below and in Attachment A are complete (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all of the PROJECTS have not been completed or programmed in the 2022 STIP adopted by the CTC. This MOU can only be modified or amended by mutual written consent of all parties. Likewise, future MOUs may be entered into between any or all of the parties notwithstanding this MOU. In the event funding for any of the PROJECTS is not authorized by the CTC, the provisions for funding those PROJECTS contained in this MOU shall become null and void. The 1999 and 2001 MOUs are included for reference purposes as Attachment A.

ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 2 OF 11

MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND KERN COUNCIL OF GOVERNMENTS

PROPOSED PROJECTS AND FUNDING

Proposed PROJECTS selected for joint funding under this MOU include those project components selected since the 2002 STIP that have not been constructed and are as follows:

Widen State Route 14 in Kern County to four lane expressway from P.M. 45.9 to 62.3 – Freeman Gulch project.

- Achieve Project Approval and Environmental Document (completed for all 3 segments).
- Achieve Design Approval (Segment 1 is programmed; Segment 2 programming approved in 2012 STIP; Segment 3 not yet programmed).
- Achieve Construction Approval (Segment 1 construction is programmed; Segments 2 and 3 are not yet programmed).

Widen Highway 395 in Kern County to Four-lane Expressway from P.M. 14.8 to 23 - Inyokern four-lane project.

- Achieve Project Approval and Environmental Document (Status to be determined – project was shelved by KCOG due to lack of funding).

Widen U.S. 395 in Inyo County - Olancha Cartago

A project in Mono County that has yet to be determined and is located on either US 395 or SR 120

Each party recognizes that, while no reciprocal projects are identified in the remaining Counties, the intent is to jointly fund future projects in each County. Attachment BA to this MOU reflects the latest funding needs for the PROJECTS broken out by phase and potential future STIP Cycles to deliver these projects as agreed.

Each party of this MOU agrees to program the remaining phases of these PROJECTS in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during the next STIP cycle if the MOU is terminated. The projects are to be funded as follows:

40% by the County RIP in which the PROJECT is located;
40% by the State IIP; and
10% each by the two remaining County's RIPs.

FREEMAN GULCH PROJECT PROVISIONS

1. Inyo and Mono LTC's agreed to advance funds to the Kern COG by each programming and additional 20% in RIP to the advancement of the Design Phase for this project in the 2012 STIP cycle.
2. As such, Kern COG agrees to reallocate the funds advanced by Inyo and Mono County LTC's in the next available STIP cycle when introducing funding for the Construction Phase of Segment 2 and prior to the introduction of new programming for the Design and Construction Phase of Segment 3.

Inyo, Mono, and Kern County RTPAs have, by separate Resolution or Minute Order authorized their duly appointed officers to execute this agreement.

ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 3 OF 11

MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND KERN COUNCIL OF GOVERNMENTS

Kern Council of Governments

[Signature] DEC 15 2014
Harold W. Hanson, Chairman Date

[Signature] 9-19-15
Phillip W. Hall, Deputy County Counsel Date

[Signature] DEC 15 2014
Ahron Hakimi, Executive Director Date

Inyo County Local Transportation Commission

[Signature]
Robert Kimball, Chairman Date

[Signature] 10/10/13
Dana Crom, Deputy County Counsel Date

[Signature] 10/16/13
Clint Quilter, Executive Director Date

Mono County Local Transportation Commission

[Signature] 11/3/14
Kathleen Cage, Chairperson Date

[Signature] 11/13/14
Marshall Rudolph, County Counsel Date

[Signature] 11/3/14
Scott Burns, Executive Director Date

CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RIP county shares with IIP funds for the purpose of jointly funding the State Highway Projects as specified in this MOU.

[Signature] 11/24/2014
Thomas P. Hallenbeck, District Director Date
Caltrans, District 9 (ACT. 26)

[Signature] 12-15-2014
Shari Bender-Ehlert, District Director Date
Caltrans, District 6

Attachment A

MEMORANDUM OF UNDERSTANDING

BETWEEN

INYO COUNTY LOCAL TRANSPORTATION COMMISSION,
MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND
KERN COUNCIL OF GOVERNMENTS

This Memorandum of Understanding is entered into, by, and between the Inyo County Local Transportation Commission, the Mono County Local Transportation Commission, and the Kern Council of Governments (Kern COG).

RECITALS

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Governments Code Section 29532, and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The RTPAs have been advised that the California Transportation Commission (CTC) is encouraging Regional Transportation Planning Agencies to cooperate in the development of priorities related to the programming of State Transportation Improvement Program (STIP) funds for highway projects. Additional funding is anticipated for programming in the 1998 STIP Amendment.

The Inyo, Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the development of State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395, from Interstate 15 to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR). The RTPAs wish to further consider:

- Forming a coalition consisting of Inyo, Mono and Kern County RTPAs
- Meeting regularly
- Developing additional MOUs to define the planning process and the CORRIDOR development plan
- Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR, to include Highway 120
- At a future date invite San Bernardino RTPA to participate in the coalition and increase the scope to include the development of U.S. 395 from Interstate 15 to the Kern/San Bernardino County line.

ROLES AND RESPONSIBILITIES

Under this MOU, Inyo, Mono and Kern County RTPAs agree to pool Regional Transportation Improvement Program (RTIP) funds (county shares) for the purpose of joint sponsoring PROJECTS on

EXHIBIT 0

Attachment A

the CORRIDOR. The RTPAs hereby request the CTC commit Interregional Transportation Improvement Program (ITIP) funding toward the joint sponsored PROJECTS.

The RTPAs agree to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed changes to project scope, limits, cost and/or schedule must be approved by the California Transportation Commission before becoming effective. The RTPAs agree to not change the project scope, limits, cost and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified below are complete (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all of the PROJECTS have not been completed or programmed in the 2008 STIP adopted by the CTC. This MOU can be modified or amended by mutual written consent of all parties. This MOU does not replace or modify any other preexisting MOU between any or all parties. Likewise, future MOUs may be entered into between any or all of the parties not withstanding this MOU. In the event funding is not authorized by the CTC, this MOU shall become null and void.

PROPOSED PROJECTS AND FUNDING

For the 1998 STIP Amendment the proposed components of PROJECTS for joint funding under this agreement are:

- Widen U.S. 395 in Inyo County to four lane expressway from P.M. 30.8 to 41.6- Olancha/Cartago project. Achieve Project Approval and Environmental Document.
- Widen State Route 14 in Kern County to four lane expressway from P.M. 16.2 to 26.3- North Mojave project. Achieve Project Approval and Environmental Document.
- This MOU also incorporates PROJECT(S) to be identified on U.S. 395 and/or State Route 120 in Mono County. Prior to any PROJECTS identified in this MOU being advanced for Plans Specifications and Engineering, Mono County shall identify its PROJECT(S). PROJECT(S) identified by Mono County shall be amended into this MOU and must be agreed to by both the other parties hereto. Mono County's PROJECT(S) must be identified prior to the adoption of the 2002 STIP or this MOU shall be automatically terminated.

Each party of this MOU agrees to program the remaining phases of these projects in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during the next STIP cycle if the MOU is terminated.

Attachment A

The projects are to be funded as follows:

40% by the County RTIP in which the PROJECT is located.

40% by the State ITIP

10% each by the two remaining County's RTIPs

Inyo, Mono, and Kern County RTPAs have, by separate Resolution or Minute Order, authorized their duly appointed officers to execute this agreement.

Kern Council of Governments

Cathy L. Probst 1-11-99
Cathy Probst Date
Chairman

Kirk Perkins 1/8/99
Kirk Perkins Date
Deputy County Counsel

Ron Brummett 1/7/99
Ron Brummett Date
Executive Director

Inyo County Local Transportation Commission

Robert Kimball
Robert Kimball Date
Chairman

Paul Bruce for 1/7/99
Paul Bruce Date
County Counsel

Jeff Jewett 1-7-99
Jeff Jewett Date
Executive Director

Mono County Local Transportation Commission

Joann Ronci 1-7-99
Joann Ronci Date
Chairman

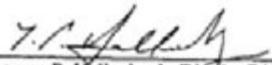
Marshall Rudolph 1/8/99
Marshall Rudolph Date
County Counsel

Scott Burns 1-7-99
Scott Burns Date
Executive Director

Attachment A

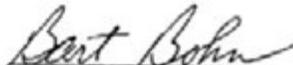
CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RTIP county shares with ITIP funds for the purposes of jointly funding the State Highway Projects as specified in the MOU.



Thomas P. Millenbeck, District Director
Caltrans, District 09

1/2/99
Date



Bart Bohn, District Director
Caltrans, District 06

1/2/99
Date

Attachment A

**MEMORANDUM OF UNDERSTANDING
BETWEEN
INYO COUNTY LOCAL TRANSPORTATION COMMISSION,
MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND
KERN COUNCIL OF GOVERNMENTS**

This Memorandum of Understanding is entered into, by, and between the Inyo County Local Transportation Commission, the Mono County Local Transportation Commission, and the Kern Council of Governments (Kern COG).

RECITALS

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Government Code Section 29532, and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The Inyo and Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the development of State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395, from the Kern/San Bernardino County line to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR).

As evidence of the cooperation between these three RTPAs, they entered into a Memorandum of Understanding in January, 1999 that provides for the joint funding of certain projects on the CORRIDOR, along with the following other considerations:

- Forming a coalition consisting of Inyo, Mono, and Kern County RTPAs
- Meeting regularly
- Developing additional MOUs to define the planning process and the CORRIDOR development plan
- Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR, to include Highway 120

During meetings between the RTPAs additional projects have been identified on the CORRIDOR which they consider to be of mutual benefit and which the three RTPAs wish to jointly fund.

ROLES AND RESPONSIBILITIES

Under this MOU, Inyo, Mono, and Kern County RTPAs agree to pool Regional Improvement Program (RIP) funds (county shares) for the purpose of joint sponsoring PROJECTS on the CORRIDOR. The RTPAs hereby request the CTC commit Interregional Improvement Program (IIP) funding toward the joint sponsored PROJECTS.

The RTPAs agree to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed change to project scope, limits, cost and/or schedule must be approved by the California Transportation

Attachment A

Commission before becoming effective. The RTPAs agree to not change the scope, limits, cost, and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified below are complete (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all of the PROJECTS have not been completed or programmed in the 2012 STIP adopted by the CTC. This MOU can be modified or amended by mutual written consent of all parties. This MOU does not replace or modify any other preexisting MOU between any or all parties. Likewise, future MOUs may be entered into between any or all of the parties notwithstanding this MOU. In the event funding for any of the PROJECTS is not authorized by the CTC, the provisions for funding those PROJECTS contained in this MOU shall become null and void.

PROPOSED PROJECTS AND FUNDING

For the 2002 STIP the proposed components of PROJECTS for joint funding under this MOU are:

- **Widen State Route 14 in Kern County to four lane expressway from P.M. 45.9 to 62.3 – Freeman Gulch project. Achieve Project Approval and Environmental Document.**
- **Widen Highway 395 in Kern County to four lane expressway from P.M. 14.8 to 23 - Inyokern four-lane project. Achieve Project Approval and Environmental Document.**

Each party recognizes that, while no reciprocal projects are identified in the remaining Counties, the intent is to jointly fund future projects in each County.

Each party of this MOU agrees to program the remaining phases of these PROJECTS in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during the next STIP cycle if the MOU is terminated.

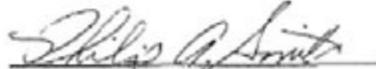
The projects are to be funded as follows:

40% by the County RIP in which the PROJECT is located
40% by the State IIP
10% each by the two remaining County's RIPs

Inyo, Mono, and Kern County RTPAs have, by separate Resolution or Minute Order, authorized their duly appointed officers to execute this MOU.

Attachment A

Kern Council of Governments:

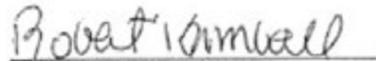

Philip Smith
Chairperson

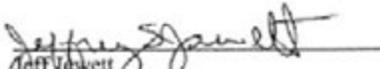

Ronald E. Brummett
Executive Director

Approved as to form:

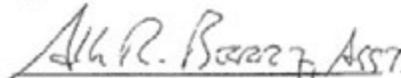

Kirk Perkins
Deputy County Counsel

Inyo County Local Transportation Commission

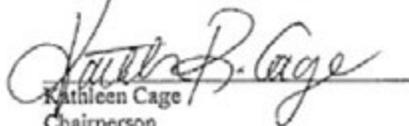

Robert Kimball
Chairman


Jeff Wyatt
Executive Director

Approved as to form:

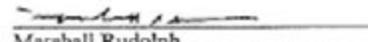

Paul Bruce
County Counsel

Mono County Local Transportation Commission


Kathleen Cage
Chairperson

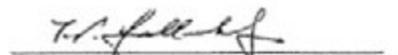

Scott Burns
Executive Director

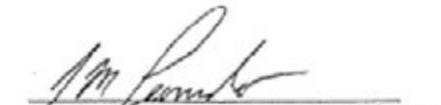
Approved as to form:


Marshall Rudolph
County Counsel

CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RIP county shares with IIP funds for the purpose of jointly funding the State Highway Projects as specified in this MOU.


Thomas P. Hallenbeck, District Director
Caltrans, District 9


J. Mike Leonardo, Acting District Director
Caltrans, District 6

ATTACHMENT B

2013 Memorandum of Understanding Between Inyo County, Mono County and Kern County

MOU Programming Summary - (\$ X 1,000) - BOLD - Programmed Italic - Not Yet Programmed							
	FY	IIP	Inyo	Kern	Mono	Total	Status
(Kern) North Mojave 4-Lane		\$27,403	\$6,851	\$27,403	\$6,851	\$88,508	Constructed
(Inyo) Olancha Cartago		\$49,071	\$49,071	\$12,268	\$12,268	\$122,678	Final Environmental
Environmental	7/8	\$2,740	\$2,740	\$687	\$687	\$6,872	In Progress
Design	12/13	\$2,051	\$2,051	\$513	\$513	\$5,128	Not Started
Rights-of-Way	14/15	\$6,620	\$6,620	\$1,655	\$1,655	\$16,350	Not Started
Construction	17/18	\$37,400	\$37,400	\$9,350	\$9,350	\$93,500	Proposed in 2014 Cycle
(Mono) High Point		\$597	\$150	\$150	\$597	\$1,494	Constructed
Environmental	2/3	\$541	\$135	\$135	\$541	\$1,352	Completed
Design	7/8	\$56	\$15	\$15	\$56	\$142	Completed
Since the remainder of this project was delivered in the state highway maintenance program (SHOPP) - (figures below) another project will be selected for Mono County at a future date, as reflected in the MOU.							
Design	11/12					\$1,770	Completed
Rights-of-Way	11/12					\$288	Completed
Construction	11/12					\$20,100	Completed
(Kern) Inyokern		\$1,240	\$310	\$1,240	\$310	\$3,100	Shelved
Environmental	2/3	\$1,240	\$310	\$1,240	\$310	\$3,100	
This project is currently shelved but still part of the MOU.							
(Kern) Freeman Gulch Env.		\$779	\$195	\$779	\$195	\$1,948	Completed
Environmental	2/3	\$779	\$195	\$779	\$195	\$1,948	
This project was broken into segments to facilitate financing over multiple funding cycles. See segment information below.							
(Kern) Freeman Gulch Seg. 1		\$17,955	\$4,489	\$17,955	\$4,489	\$44,888	In Design
Design	12/13	\$1,000	\$250	\$1,000	\$250	\$2,500	In Progress
Rights-of-Way	14/15	\$4,520	\$1,130	\$4,520	\$1,130	\$11,300	Not Started
Construction	16/17	\$12,435	\$3,109	\$12,435	\$3,109	\$31,088	Not Started
(Kern) Freeman Gulch Seg. 2		\$19,075	\$3,258	\$19,075	\$3,258	\$44,668	In Design
Design	15/16	\$1,300	\$975	\$0	\$975	\$3,250	In Progress
Rights-of-Way	16/17	\$3,044	\$2,283	\$0	\$2,283	\$7,610	Not Started
Construction	Future	\$14,731	\$0	\$18,075	\$0	\$33,804	
(Kern) Freeman Gulch Seg. 3		\$21,726	\$5,419	\$21,726	\$5,419	\$54,290	Not Started
Design	Future	\$2,840	\$460	\$2,840	\$460	\$4,600	Not Programmed
Rights-of-Way	Future	\$510	\$115	\$510	\$115	\$1,250	Not Programmed
Construction	Future	\$19,376	\$4,844	\$19,376	\$4,844	\$48,440	Not Programmed
Total :		\$137,846	\$69,743	\$100,596	\$33,387	\$341,572	
		IIP	Inyo	Kern	Mono		County Total
Inyo		\$49,071	\$49,071	\$12,268	\$12,268		\$122,678
Kern		\$88,178	\$20,522	\$88,178	\$20,622		\$217,400
Mono		\$597	\$150	\$150	\$597		\$1,494
Total By Agency		\$137,846	\$69,743	\$100,596	\$33,387		\$341,572
Agency		Outside County	Received in County	Total Expended by County			
Inyo	\$	20,672	\$	122,678	\$		69,743
Kern	\$	12,418	\$	217,400	\$		100,596
Mono	\$	32,790	\$	1,494	\$		33,387

Programming indicated above reflects both advanced phases from previous STIP cycles in addition to future needs. Cost estimates are subject to revision.



March 19, 2015

TO: Transportation Technical Advisory Committee
STIP Project Managers
Interested Persons

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

Joseph Stramaglia,
Regional Planner

A handwritten signature in blue ink, appearing to read 'J. Stramaglia'.

SUBJECT: SAVE THE DATES - 2016 RTIP WORKSHOPS

Please make a note of the following dates regarding 2016 Regional Transportation Improvement Program Workshops. Notifications will be sent out as each Workshop approaches. Meeting "in-person" is preferred but a teleconference number will be provided upon request. The purpose of the workshops will be to advise interested parties on the status of regionally significant projects advancing through the STIP, Fund Estimate capacity proposed by the California Transportation Commission and course of action anticipated by Kern COG staff based on the previous RTIP outcomes, current needs and evolving STIP Guidelines.

Scheduled 2016 RTIP Workshop dates are listed below:

- Wednesday July 22, 2015
- Wednesday August 12, 2015
- Wednesday September 23, 2015
- Location: Kern COG Board Room
- Time: 9:30 AM to 11:00 AM.

Kern Council of Governments

1401 19th Street, Suite 300, Bakersfield, California 93301 (805) 861-2191 Facsimile (805) 324-8215 TTY (805) 832-7433 www.kerncoog.org



April 1, 2015

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Joseph Stramaglia,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: V.
Kern COG Project Delivery Policy and Procedures Update for Active Transportation Program

DESCRIPTION:

The California Transportation Commission (CTC) is updating State Active Transportation Program (ATP) guidelines for the Cycle 2 call for bike and pedestrian projects, prompting a potential update to the Kern COG Project Delivery Policy and Procedures ATP chapter.

DISCUSSION:

The Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. The California Transportation Commission developed the guidelines in consultation with the statewide Active Transportation Program Workgroup which consisted of representatives from Caltrans, other government agencies, and active transportation stakeholder organizations with expertise in pedestrian and bicycle issues, including Safe Routes to School programs. The California Transportation Commission is updating their Active Transportation Program Guidelines in anticipation of Cycle 2. The Guidelines are scheduled for Commission adoption by March 26, 2015 followed by a Call for Projects On March 26, 2015.

The California Transportation Commission Active Transportation Program Guidelines describe the policy, standards, criteria, and procedures for the development, adoption and management of the Active Transportation Program. The draft CTC 2015 ATP Guidelines will introduce two new elements that are proposed here for integration into the Kern COG policy: 1) contingency list of MPO projects; and 2) the requirement for a Project Study Report or equivalent for applicants. Kern COG staff is recommending the inclusion of these two elements into the Kern COG Project Delivery Policy and Procedures document. The project contingency list may be a benefit to the Kern region should elected projects fail; it is in Kern COG's favor to develop a regional process to use this opportunity if needed. The Project Study Report or equivalent is a new state requirement for all applicants – it is not an option.

Attached for your review is the update to the Kern COG Active Transportation policy update based on the items indicated above. This item was circulated at the March TTAC and TPPC meetings as a draft proposal; no comments have been received and the policy remains the same as circulated in March. Kern COG staff requests a recommendation for approval from the Transportation Technical Advisory Commission.

ACTION: Recommend that the Transportation Planning Policy Committee approve the ATP Policy revision as presented in Attachment A.



Chapter 6

Active Transportation Program (ATP)

Background.....	6-1
Development Timeline.....	6-2
CTC Adopted Guidelines	6-3
<i>Figure 6-A: ATP Milestones.....</i>	<i>6-4</i>

Background

On July 6, 2012, “Moving Ahead for Progress in the 21st Century Act (MAP-21)” was signed into law. Section 1122 of MAP-21 established the Transportation Alternatives Program (TAP), Safe Routes to School Program and Federal Lands Program. Subsequently, on September 26, 2013 the Governor of California signed legislation creating the Active Transportation Program (ATP) (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354) in response to MAP-21. This legislation requires the California Transportation Commission (CTC), in consultation with an Active Transportation Program Workgroup, to develop program guidelines. CTC guidelines describe the policy, standards, criteria, and procedures for the development, adoption and management of the Active Transportation Program. The goals of the Active Transportation Program are to:

- Increase the proportion of biking and walking trips;
- Increase safety for non-motorized users;
- Increase mobility for non-motorized users;
- Advance the efforts of regional agencies to achieve greenhouse gas reduction goals;
- Enhance public health, including the reduction of childhood obesity through the use of projects eligible for Safe Routes to Schools Program funding;
- Ensure disadvantaged communities fully share in program benefits (25% of program); and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Federal TAP funds are to be used for transportation-related capital improvement projects that enhance quality-of-life, in or around transportation facilities. Projects must be over and above required mitigation and normal transportation projects, and the project must be directly related to the transportation system. The projects should have a quality-of-life benefit while providing the greatest benefit to the greatest number of people. All projects using this funding shall be included in the FTIP either by amendment or as part of the biennial update. All projects funded with TAP shall be subject to the eligibility requirements defined in Title 23 and their interpretation by state and federal agencies.

Eligible activities - Funds may be used for projects or activities that are related to surface transportation and described in the definition of “Transportation Alternatives.” [23 USC 101(a)(29)].

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation;
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs;
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users;
- Construction of turnouts, overlooks, and viewing areas;
- Community improvement activities, including— inventory, control, or removal of outdoor advertising;
- Historic preservation and rehabilitation of historic transportation facilities;
- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
- Archaeological activities relating to impacts from implementation of a transportation project eligible under 23 USC; and
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to— address storm-water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or
- Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

In addition to defined Transportation Alternatives, the following programs continue to be eligible:

- The Recreational Trails Program under 23 USC 206;
- The Safe Routes to School Program; and
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways; and
- Workforce development, training, and education activities.

Careful consideration should be given to whether an activity falls within the eligibilities created under TAP. Ineligible Activities include the following:

- State or MPO administrative purposes, except for SRTS administration, and administrative costs of the State permitted for RTP set-aside funds;
- Promotional activities, except as permitted under the SRTS;
- General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas and pavilions; and
- Routine maintenance and operations.

State ATP Policy

The California Transportation Commission adopted guidelines for the Active Transportation Program and Caltrans has developed and implemented the information to identify, rank and select projects for funding. This information may be found at: <http://www.dot.ca.gov/hq/LocalPrograms/atp/>. Kern COG's regional process is subject to the approved guidelines set forth by the Commission.

ATP Regional Delivery Policy

Acting in the capacity as the federally designated Metropolitan Planning Organization, Kern COG shall perform several functions, in collaboration with the CTC, to identify and deliver ATP projects. Policies and procedures set forth in this section are intended to maximize the Kern Region's opportunities to receive both state discretionary ATP funding and the Regional minimum guarantee share. The following regional policy elements are provided below are intended to compliment state policy and maximize regional funding opportunities within the ATP and other related programs.

- Because there is both a state discretionary and regional share funding component to the CTC adopted ATP policy, all member agency applications shall be submitted to the State Call for Projects before being considered for the regional share of the program.
- A regional call for projects shall not be separate from the state's adopted Call for Projects adopted timeline - applications sent to the state should also be sent to Kern COG as prescribed in the state approved guidelines.
- Adopted regional policy and procedural guidance shall be subject to the states approved policies and guidance. Regional flexibility shall be prescribed by the CTC.
- Kern COG shall reference ranking and processing criteria as approved by the CTC.
- When developing a regional program of projects, Kern COG shall consider and accept the ranking status of projects previously ranked by state officials.

- Kern COG shall integrate its development of a regional Program of Projects consistent with CTC adopted timelines for a statewide call for projects.
- For purposes of developing a regional Program of Projects, Kern COG shall form a sub-committee made of regional agencies and community stakeholders as prescribed in the adopted CTC guidelines.
- *State policy supports a regional ATP contingency list. Should Kern COG choose, contingency projects not selected for funding due to financial constraint may be submitted to the Commission as information only. Should there be a need to replace a failed project already programmed, the region would notify the Commission and request an amendment to trade/replace projects. The contingency list would be developed based on previously ranked projects just below the regional funding line subject to eligibility and deliverability. The contingency list would cease with the programming of a new ATP cycle and would require a new application and review in the following new cycle.*
- *All applications to the state will require a Project Study Report or an equivalent. This is required by the state guidelines.*

ATP Call for Projects and Programming Timeline

- Kern COG shall issue a concurrent ATP Call for Projects announcement to members of the Transportation Technical Advisory Committee (TTAC) and Transportation Planning Policy Committee (TPPC) meetings in conjunction with the Caltrans ATP Call for Projects.
- Kern COG shall distribute the application form, application instructions, access to the adopted Kern COG and CTC Policy Guidelines, integrated timeline, and a clear explanation that Kern region applications require submittal to the state's process prior to consideration of regional funding.
- Applications not submitted to the Caltrans ATP Call for Projects will not be considered for regional funding. The CTC Guidelines require that all applications sent to Caltrans are to be sent to the associated regional agency.
- Kern COG shall organize a Review Committee consisting of volunteers from the TTAC, TPPC and community stakeholders as prescribed by adopted CTC ATP guidelines.
- The Review Committee will analyze applications, Caltrans comments, and regional funding available to Kern COG. The Review Committee will not re-rank applications.
- The applications forwarded to the regions by Caltrans that are recommended for funding at the regional level shall be electronically forwarded by Kern COG to the Review Committee.
- Kern COG shall establish a meeting date for the Review Committee may review and discuss the applications with others and discuss the merits of each application. Recommendations will be made to Kern COG staff for the regional Program of Projects.

- After all applications are discussed, projects are prioritized from highest to lowest Caltrans scores. Projects are funded as allowed by CTC adopted regional ATP program levels.
- Kern COG staff shall prepare a staff report to the TTAC and TPPC presenting a proposed ATP regional Program of Projects based on the recommendations of the Review Committee.
- After regional approval, the regional ATP Program of Projects is submitted to the CTC for their approval at the prescribed time; once approved by the CTC, approved projects are incorporated into the Federal Transportation Improvement Program.
- Eligibility and programming of ATP projects are subject to adopted ATP Guidelines, state review and federal review during all phases of the advancement process.
- Kern COG ATP policies and procedures may be revised, updated, or otherwise modified at the discretion of the Kern COG Board of Directors and through state and federal updates.

Figure 6-A provides a list of events and dates leading up to the programming of new ATP projects in the FTIP. Dates are specific to the state Cycle 2 Call for Projects occurring in 2015. Additional elements are added to expand on the regional role in the process.

(Dates are subject to March 26, 2015 approval of CTC Guidelines)

Figure 6-A: ATP Milestones for Project Application Submittal and Approval

ATP Milestones	
March 26, 2015	Commission adopts Active Transportation Program Guidelines
March 26, 2015	CTC initiates Call for Projects
March 26, 2015	KCOG concurrently initiates Call for Projects – send out notification of state call for projects and its link to the regional process
June 1, 2015	Project applications are due to Caltrans
June 1, 2015	Large MPOs submit optional guidelines to Caltrans
Month of June, 2015	KCOG Requests volunteers for Review Committee
June 25, 2015	Commission approves or rejects MPO guidelines
Month of July, 2015	KCOG distributes applications to Review Committee for their review
September 15, 2015	Staff recommendation for program of projects
October 22, 2015	Commission adopts statewide program of projects
October 22, 2015	Unfunded applications forwarded to large MPOs based on location
Week of September 14, 2015	KCOG conducts Review Committee Workshop to develop regional list of projects for regional approval at October TTAC meeting and October Board meeting.
November 16, 2015	Deadline for MPO project recommendations to the Commission
December 10, 2015	Commission adopts MPO selected projects



April 1, 2015

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VI
FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) - AMENDMENT
PROCEDURE UPDATE

DESCRIPTION:

The Federal Transportation Improvement Program (FTIP) is a dynamic short-range list of transportation projects that is subject to change. The FTIP amendment process was last revised September 15, 2011. Additional revisions are needed to update language consistent with Federal Highway Administration and Federal Transit Administration procedures.

DISCUSSION:

Caltrans, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and Metropolitan Planning Organizations continue to work together to clarify how to manage the FTIP. In an effort to offer greater flexibility FHWA and FTA expanded the parameters of an administrative modification. An administrative modification is a minor change to the FTIP that does not require a conformity determination, a demonstration of fiscal constraint, public review and comment, or federal approval.

Kern COG is required to incorporate revisions into Kern COG's "Federal Transportation Improvement Program Amendment Policy." The current Kern COG Policy allows the Kern COG Executive Director to approve Administrative Modifications to the FTIP. The purpose of this update is to request that the Kern COG Board delegate approval of Administration Modifications to the Federal State Transportation Improvement Program (FSTIP) to the Kern COG Executive Director as well.

Kern COG staff supports the change, as this update will allow for quicker processing of administrative modifications. The "Draft Federal Transportation Improvement Program Amendment Policy" enclosed displays the additional language as part of this update. Once approved by the Kern COG Board, this document will be sent to Caltrans, FHWA, and FTA for their use. After receiving the Kern COG Board action, Caltrans will send a letter to Kern COG delegating approval of FSTIP Administrative Modifications.

Enclosure: "Draft Federal Transportation Improvement Program Amendment Policy"

ACTION:

Recommend approval of the revised FTIP Amendment Policy to the Transportation Planning Policy Committee.

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

Resolution No. 15-xx
In the matter of:

REVISED FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT POLICY

WHEREAS, the Kern Council of Governments (Kern COG) is a Regional Transportation Planning Agency (RTPA) and a Metropolitan Planning Organization (MPO); and

WHEREAS, the MPO is required to develop, maintain and endorse the Federal Transportation Improvement Program (FTIP) with a Biannual Program of Projects for federal funding assistance; and

WHEREAS, the FTIP for the Kern region is a four-year schedule of multi modal transportation project improvements of major freeways, expressways, arterials, urban collectors, bikeways, transit, rail and aviation facilities; and

WHEREAS, in cooperation with federal, state, and local agencies, FTIP amendments must be reviewed for project content, financial constraint and air quality conformity; and

WHEREAS, revisions are made to the FTIP Amendment Policy to update language consistent with Federal Highway Administration and Federal Transit Administration administrative modification procedures allowing the Kern COG Executive Director delegated authority to approve Administrative Modifications to the FSTIP/FTIP.

NOW, THEREFORE, BE IT RESOLVED THAT:

Kern Council of Governments adopts the revised Federal Transportation Improvement Program Amendment Policy attached and made a part of Resolution No. 15-xx by this reference.

AUTHORIZED AND SIGNED THIS 16TH DAY OF APRIL 2015.

AYES:

NOES:

ABSTAIN:

ABSENT:

Jennifer Wood, Chair
Kern Council of Governments

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Kern Council of Governments duly authorized at a regularly scheduled meeting held on the 16th day of April 2015.

Ahron Hakimi, Executive Director
Kern Council of Governments

Date

INTRODUCTION

Administrative Modifications or Amendments to the Federal Transportation Improvement Program (FTIP) shall be submitted to Kern Council of Governments (Kern COG) in writing (on agency letterhead). The request shall show all recommended changes including a description of the revision. Kern COG staff shall determine if an Administrative Modification or Amendment is necessary for the requested revision. That determination shall be made in writing by Kern COG staff prior to presenting the requested revision to the Kern COG governing Board.

The following procedures are applicable for processing modifications to the Federal Statewide Transportation Improvement Program (FSTIP). In accordance with the provisions of 23 CFR 450, transportation improvement programs (TIPs) developed by Metropolitan Planning Organizations (MPOs) are incorporated into the FSTIP and as such, these procedures are also applicable to TIP modifications.

In accordance with 23 CFR 450.216(n), projects in any of the first four years of the FSTIP may be moved to any other of the first four years of the FSTIP subject to the project selection requirements of 23 CFR 450.220. Such revisions do not require approval, provided expedited project selection procedures have been adopted in accordance with 23 CFR 450.220 and the required interagency consultation or coordination is accomplished and documented.

1) DEFINITIONS:

A) Administrative Modifications or administrative actions are minor changes to the FSTIP/ TIP that:

1. Revise a project description without changing the project scope or conflicting with the environmental document;
2. Revise the funding amount listed for a project's phases. Additional funding is limited to the lesser of 40 percent of the project cost or \$10 million, and programming capacity has to be available in the FSTIP/FTIP prior to programming the modification, and documented in the support materials;
3. Program preliminary engineering (PE) phase, provided the right-of-way and/or construction phase(s) are already programmed in the current FSTIP/FTIP and additional funding amounts stay within the limits specified in Section 2 above;
4. Cost decreases have no cap, however, the request to reduce the cost must originate from the project sponsor and include an explanation for the decrease; the reduction in cost does not result in deletion of a project or a phase, and the affected project phase is still fully funded;
5. Change the source of funds;
6. Change a project lead agency;
7. Program federal funds for Advance Construction conversion;
8. Change program year of funds within the 4-year FSTIP/FTIP, provided Expedited Project Selection Procedures are in place;
9. Splits or combines individually listed projects; as long as cost, schedule, and scope remain unchanged;
10. Change required information for grouped or lump sum project listings; or,
11. Add or delete projects from grouped or lump sum project listings provided the funding amounts stay within the funding change guidelines above (see Section 2).
12. Program emergency repair projects on the state highway as a result of a natural disaster or catastrophic failure from an external cause, and that are not covered by the Emergency Relief Program, provided that these projects are exempt from Air Quality Conformity requirements;
13. Re-program projects for which FHWA funds were transferred to FTA in the prior FSTIP/FTIP and the FTA had not approved the grant yet. The project can be programmed in the current FSTIP/FTIP via administrative modification as long as there is no change in the original scope or cost, and the project needs to be programmed with "FTA 5307 (FHWA Transfer Funds)" in the FSTIP/FTIP.

14. Program FTA projects from the prior FSTIP/FTIP into the current FSTIP/FTIP via administrative modification as long as there is no change in the original scope or cost. Prior year funding must be differentiated from the current year funding by including narrative in the project description (or in “CTIPS MPO Comments” section) stating the year, amount and type of the prior year funds.
15. Make minor changes to the FTA funded grouped project listings. Minor changes include changing the number of transit vehicles purchased by 20% or less and changes to the fuel type of transit vehicles. Kern COG needs to take the change through its interagency consultation procedures to confirm that the change in scope is minor.

Administrative modifications can be processed in accordance with these procedures provided that:

1. It does not affect the air quality conformity determination, including timely implementation of Transportation Control Measures (TCMs), and
2. It does not impact financial constraint.

B) Amendments are all other modifications to FSTIP/TIP that are not Administrative Actions. Examples include:

1. Introduction of a new project;
2. Scope changes that affect the approved air quality conformity analysis;
3. Funding changes that exceed 40% or impact the financial constraint of the funding program.

2) PROCEDURES:

A) Administrative Modifications (Administrative Actions)

Kern COG’s Executive Director has ~~been~~ delegated authority to approve Administrative Modifications to the FSTIP/FTIP. Once approved by the Kern COG Executive Director, the Administrative Modification will be deemed part of the California FSTIP. No State or Federal action will be required. Each Kern COG approved administrative action will be forwarded to Caltrans Headquarters, Division of Transportation Programming ~~for approval on behalf of the Governor, FHWA, and FTA. Once approved by Caltrans, on behalf of the Governor, the Administrative Modification will be incorporated into California’s FSTIP and no Federal action will be required. Caltrans will notify Kern COG, FHWA, and FTA of the approved administrative action.~~ If needed, Kern COG will demonstrate in a subsequent amendment that the net financial change from each modification has been accounted.

B) Amendments

Amendments to the FSTIP must be developed in accordance with the provisions of 23 CFR 450.326 and/or 23 CFR 450.216, and approved by the Federal agencies in accordance with 23 CFR 450.218 and 23 CFR 450.328. Kern COG’s Executive Director has been delegated to approve Amendment Types* 2 and 3 at the Executive Director’s discretion. Each Kern COG approved TIP amendment will be forwarded to Caltrans Headquarters, Division of Transportation Programming for approval on behalf of the Governor. To expedite processing, Kern COG will also forward a copy of the amendment to FHWA and FTA at the same time the amendment is sent to Caltrans. Once approved by Caltrans, on behalf of the Governor, Caltrans will forward the amendment to FHWA and/or FTA for Federal approval. Once approved by FHWA and/or FTA the amendment will be incorporated into California’s FSTIP. The FHWA and/or FTA approval will be addressed to Caltrans, with copies to Kern COG.

*Transportation Conformity Types 2 & 3 – amendments not requiring conformity or regional transportation plan revisions.

3) DISPUTE RESOLUTION

If a question arises on the interpretation of the definition of an administrative action (modification), Caltrans, Kern COG, 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 action (modification), the final decision rests with the FTA for transit projects and FHWA for highway projects.



April 1, 2015

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VII.
Federal Transportation Improvement Program (FTIP) Amendment – Timeline

DESCRIPTION:

Upcoming amendment schedule.

DISCUSSION:

Amendments to the Federal Transportation Improvement Program (FTIP) are a normal part of the management and use of the FTIP. The upcoming amendment will include a revision to a Congestion Mitigation Air Quality (CMAQ) project, introduction of new FTA Section 5307 projects, and introduction of new FTA Section 5311 operating assistance throughout the Kern region. The next amendment schedule is provided below for your reference.

<i>2015 FTIP AMENDMENT</i>	
Public review period begins	Friday, April 3, 2015
TPPC meeting – public hearing	Thursday, April 16, 2015
Public review period ends	Friday, April 17, 2015
Regional approval	Monday, April 20, 2015
State approval	May 2015
Federal approval	June 2015

Action: Information.



April 1, 2015

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VIII.
REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) - DRAFT TIMELINE
AND FUND ESTIMATE

DESCRIPTION:

Kern COG staff developed a draft timeline and fund estimate to facilitate programming new Regional Surface Transportation Program (RSTP) projects.

DISCUSSION:

Background

RSTP, established in the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), remains in the federal transportation legislation for use at the local level. RSTP funding may be used to maintain and improve the existing transportation system, expand the system to reduce congestion, and to establish programs and projects to assist the region in reducing mobile emissions and help meet federal air quality standards. Eligible costs for funds under these programs include preliminary engineering, right-of-way acquisition, capital costs, and construction costs associated with an eligible activity. Kern COG's *Chapter 4 RSTP Policy and Procedure*, as adopted by Kern COG's Board of Directors on November 15, 2012, will be used throughout this programming cycle. The guidance is enclosed.

Timeline

After approval by the Transportation Planning Policy Committee on April 16, 2015, the draft timeline will be used for the upcoming RSTP call for projects cycle. Significant dates and tasks for the upcoming RSTP call for projects are shown in the following schedule:

DRAFT RSTP Call for Projects Timeline

Date	Task
April 2015	Approve Timeline and Fund Estimate
Late April 2015	Advertise Call for Projects
September 2015	Candidate Projects Due
November 2015	Develop Program of Projects for submittal to TTAC and TPPC
January 2016	Present Draft Program of Projects to TTAC and TPPC
February 2016	Approve Final Program of Projects and introduction into FTIP

Fund Estimate

Part of the development of the 2017 Federal Transportation Improvement Program (FTIP) is project list review. While there are projects in federal fiscal year 14/15 and 15/16, Kern COG staff recommends moving forward with programming projects for federal fiscal year 16/17 and 17/18. In the event that apportionment levels do not meet planning levels, projects could be moved to future years.

ESTIMATED RSTP FUNDING LEVELS

<u>2016-17</u> \$10,285,000	<u>2017-18</u> \$10,285,000	<u>TOTAL</u> \$20,570,000
---------------------------------------	---------------------------------------	-------------------------------------

The proposed fair share programming by agency for the 2015 RSTP Call for Projects cycle is shown in the table below (in thousands):

Table 1: RSTP Fair Share Estimate

Federal Fiscal Years			16/17	17/18	
Available to Program			\$10,285	\$10,285	
Agency	Population	%			Total
Arvin	20,226	2.32%	\$239	\$239	\$478
Bakersfield	367,315	42.07%	\$4,327	\$4,327	\$8,654
California City	13,276	1.52%	\$156	\$156	\$312
Delano	52,591	6.02%	\$619	\$619	\$1,238
Maricopa	1,180	0.14%	\$14	\$14	\$28
McFarland	13,745	1.57%	\$162	\$162	\$324
Ridgecrest	28,638	3.28%	\$337	\$337	\$674
Shafter	17,461	2.00%	\$206	\$206	\$412
Taft	8,942	1.02%	\$105	\$105	\$210
Tehachapi	13,346	1.53%	\$157	\$157	\$314
Wasco	26,159	3.00%	\$309	\$309	\$618
County of Kern	310,213	35.53%	\$3,654	\$3,654	\$7,308
Totals	873,092				\$20,570

Source: Population figures from California State Department of Finance 1/1/14.

Staff Recommendation

Kern COG staff recommends approval of the timeline and fund estimate as shown in Table 1.

Enclosure: "Regional Surface Transportation Program Policy and Procedure"

ACTION:

Recommend approval of the RSTP Timeline and Fund Estimate to the Transportation Planning Policy Committee.

Chapter 4

Regional Surface Transportation Program (RSTP)

Background	4-1
Development Timeline	4-2
<i>Figure 4-A: RSTP Milestones for Project Submittal & Approval</i>	<i>4-2</i>
Programming Guidance	4-3
Screening Criteria	4-3
Project Eligibility	4-4

Background

The Regional Surface Transportation Program (RSTP) was established by the Intermodal Surface Transportation Act of 1991 (1991 ISTEA, Public Law 102-240) and was continued by the Transportation Equity Act for the 21st Century (TEA-21, Public Law 105-178) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) under 23 U.S.C. 149. SAFETEA-LU was scheduled to expire on September 30, 2009, but was extended through September 30, 2012. On July 6, 2012, “Moving Ahead for Progress in the 21st Century Act (MAP-21)” was signed into law and continues RSTP and all previous eligible activities including road rehabilitation. MAP-21 provides funding over a two-year period starting October 1, 2012 (FY12-13) and ending September 30, 2014 (FY 13-14).

The RSTP program can be used to maintain and improve the existing transportation system, expand the system to reduce congestion, and to establish programs and projects that will assist the region in reducing mobile emissions and help meet federal air quality standards. RSTP funds are reimbursable federal aid funds, subject to all the requirements of Title 23, United States code. Eligible costs for funds under these programs include preliminary engineering, right-of-way acquisition, capital costs, and construction costs associated with an eligible activity.

Developing policies, procedures and criteria to program RSTP projects provides a consistent framework to develop projects for inclusion in the Federal Transportation Improvement Program. The federal-aid process involved in implementing transportation projects requires

substantial effort from the project lead agency in submitting required information for federal-aid reimbursement as projects are executed.

- The policies, procedures and criteria should be used to develop a regionally balanced program of projects while building consensus among member agencies throughout the process.
- Building consensus at the Transportation Technical Advisory Committee (TTAC) level is necessary before presenting a final list of proposed projects to the Transportation Planning Policy Committee (TPPC) and Kern Council of Governments (KCOG) Board for their approval.
- Approval by the TPPC is the final determination that consensus is achieved for the program of projects.

Development Timeline

After funding allocations for RSTP are determined by Caltrans, KCOG shall initiate a “Call for Projects” to develop new projects for inclusion into the Federal Transportation Improvement Program (FTIP), either by amendment into a current FTIP or included as part of the development of a new FTIP. TTAC meets monthly to review transportation items and recommend actions to the TPPC. Figure 4-A below provides a list of events leading up to the programming of new RSTP projects in the FTIP. The schedule reflects a ten-month time span from the call for projects to inclusion in the FTIP.

Figure 4-A: RSTP Milestones for Project Submittal & Approval

RSTP Milestones	
Month 1, Year 1	RSTP Allocation estimates received from Caltrans;
Month 2, Year 2	Issue a call for projects (4 months);
Month 7, Year 2	Project submittal deadline;
Month 8, Year 2	Evaluate and rank applicable projects; Develop draft program of projects
Month 9, Year 2	Draft program of projects is reviewed by TTAC;
Month 9, Year 2	Draft program of projects is reviewed by TPPC;
Month 10, Year 2	Request recommendation of approval by TTAC of Final List of Projects;
Month 10, Year 2	Hold public hearing and request TPPC approval on Final List of Projects.
<i>Note: Additional cycles may be implemented at the discretion of KCOG staff that follows the time frame as defined above. Even year = Year 1; Odd year = Year 2</i>	

Programming Guidance

The following policy guidance shall direct the programming of available RSTP funding:

- RSTP funding shall be used for eligible RSTP projects submitted by each member agency.
- Estimated RSTP funds shall be distributed based on project eligibility, and current population percentages.
- The RSTP program is not a grant or formula-driven program. Population percentages shall be used as a fair-share guidance, to assemble a program of projects for inclusion into the FTIP.
- Agencies must demonstrate the ability to process projects in a timely manner, so that funding is not lost to the Kern region due to delays or mismanagement.
- KCOG shall retain the right to redirect program funding to other agencies so as not to lose funding to the Kern region.
- A regional RSTP project may be nominated by the KCOG Board for review by the TTAC / TPPC for possible inclusion into the FTIP.

Screening Criteria

Proposed RSTP projects must meet all of the following screening requirements, where applicable. If a proposal meets all of the applicable criteria, it is eligible for prioritization; if not, it cannot be considered for funding.

- Project must be included in a local agency-adopted resolution supporting the project.
- Project is eligible for RSTP funding as set forth in 23 USC 133(b), as amended.
- Project applicant is either a public agency, i.e. city, county, Caltrans, transit operator, transit authority, or a nonprofit agency or group with the sponsorship of a public agency.
- Successful project applicants or their sponsors must have executed a master agreement with Caltrans in order to be authorized to expend funds for reimbursement under this program. Agencies without a master agreement will either need to obtain one or the sponsorship of an agency that does have one.
- Road projects must have a functional classification of urban collector, or major rural collectors or higher.
- The project must comply with the Americans with Disabilities Act (ADA) requirements.

- The project must be consistent with the currently approved Regional Transportation Plan.
- The applicant or their sponsor must have financial capacity to complete, operate and maintain the project.
- Funds required from other sources must be reasonably expected to be available within the time frame needed to carry out the project.

Project Eligibility

RSTP funds may be used on federal-aid roads classified above the level of a local road in urban areas or above a minor collector in rural areas. Listed below are eligible projects:

- Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways and bridges;
- Capital costs for transit projects and publicly owned intracity or intercity bus terminals and facilities;
- Car pool projects, fringe and corridor parking facilities and programs; and bicycle transportation and pedestrian walkways;
- Highway and transit safety improvements and programs, hazardous elimination, projects to mitigate hazards caused by wildfire, and railway-highway grade crossings;
- Highway and transit research and development, and technology transfer programs;
- Capital and operating costs for traffic monitoring, management, and control facilities and programs;
- Surface transportation planning programs;
- Transportation enhancement (TE) projects;
- Transportation control measures (TCMs);
- Participation in wetlands mitigation efforts.



April 1, 2015

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: IX.
CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM – DRAFT
TIMELINE AND FUNDING TARGETS

DESCRIPTION:

Kern COG staff developed a draft timeline and funding targets to facilitate programming new Congestion Mitigation and Air Quality (CMAQ) projects.

DISCUSSION:

Background

CMAQ, established in the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), remains in the federal transportation legislation for use at the regional level. CMAQ funding can be used to maintain and improve the existing transportation system, expand the system to reduce congestion, and to establish programs and projects that will assist the region in reducing mobile emissions and help meet federal air quality standards. Eligible costs for funds under these programs include preliminary engineering, right-of-way acquisition, capital costs, and construction costs associated with an eligible activity. Kern COG's *Chapter 5 CMAQ Policy and Procedure*, as last updated and approved by Kern COG's Board of Directors on November 15, 2012, will be used throughout this programming cycle. The guidance is enclosed.

Timeline

After approval by the Transportation Planning Policy Committee on April 16, 2015, the draft timeline will be used for the upcoming CMAQ call for projects cycle. Significant dates and tasks for the upcoming CMAQ call for projects are shown in the following schedule:

DRAFT CMAQ Call for Projects Timeline

Date	Task
April 2015	Approve Timeline and Fund Estimate
Late April 2015	Advertise Call for Projects
September 2015	Candidate Projects Due
November 2015	Develop Program of Projects
December 2015	TTAC subcommittee (peer) review of applications and initial rankings
February 2016	Update Program of Projects as needed
March 2016	Present Draft Program of Projects to TTAC and TPPC
April 2016	Approve Final Program of Projects and introduction into FTIP

Funding Targets

Part of the development of the 2017 Federal Transportation Improvement Program (FTIP) is project list review. While there are projects in fiscal year 14/15 and 15/16, Kern COG staff recommends moving forward with programming projects for federal fiscal year 16/17 and 17/18. In the event that apportionment levels do not meet planning levels, projects could be moved to future years.

ESTIMATED CMAQ FUNDING LEVELS

<u>2016-17</u> \$9,901,000	<u>2017-18</u> \$9,901,000	<u>TOTAL</u> \$19,802,000
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These funding levels are considered estimates to be used for planning and programming purposes only. Actual Obligation Authority is determined year by year and the planning estimates do not carry over into the next year. In addition, the *CMAQ Policy and Procedure is subject to change per MAP-21 FHWA Guidance that is in development*. Table 1 reflects proposed category percentages for this CMAQ call for projects cycle. These targets will dictate how the Program of Projects is developed and funded. Adjustments can be made, by Board action, should actual projects submittals not conform to these target values. The percentages are provided as a point of beginning for purposes of discussion and final action. Categories may be revised based on new information regarding commitments to the State Implementation Plan and other innovative projects that have not been considered in the past.

Table 1 – Proposed Category Percentages and Funding Targets		
CMAQ Policy Categories	%	AMOUNT
Category 1: Public Transit Projects Eligible projects shall include but are not limited to rolling stock, transit shelters and signs. Projects shall be distributed by small urban areas; regional transit; and metropolitan transit.	20%	\$3,960,400
Category 2: Alternative Fuels Vehicle Projects (Partnership Program) The cost differential of eligible projects shall include but are not limited to rolling stock; utility fleet vehicles; other maintenance utility vehicles such as delivery trucks using alternative fuel technology. An exception to this category is the replacement of diesel school buses 1988 or older with alternative fuel technology rolling stock; these projects shall be considered for up to 50% of the total cost.	10%	\$1,980,200
Category 3: Fueling Stations Eligible projects shall include but are not limited to natural gas fueling stations or other alternative fueling facility. There shall be an emphasis on multiple-agency and public access to these facilities.	10%	\$1,980,200
Category 4: Transportation System Management Projects Eligible projects (Transportation System Management Projects) shall include traffic signal interconnect projects in the metropolitan Bakersfield area; and Traffic Operation Center projects.	20%	\$3,960,400
Category 5: Discretionary Projects Eligible projects (Discretionary Projects) may include PM ₁₀ reduction; non-motorized projects or safety / traffic flow projects, and freight/goods movement projects that can demonstrate an air quality benefit to the non-attainment area.	40%	\$7,920,800
TOTAL	100%	\$19,802,000

Staff Recommendation

Kern COG staff recommends approval of the timeline and the proposal presented in Table 1.

Enclosure: "Congestion Mitigation and Air Quality Program Policy and Procedure"

ACTION:

Recommend approval of the CMAQ Timeline and Funding Targets to the Transportation Planning Policy Committee.

Chapter 5

Congestion Mitigation and Air Quality Program (CMAQ)

- Background..... 5-1**
- Development Timeline 5-2**
 - Figure 5-A: CMAQ Milestones for Project Submittal & Approvals.... 5-3
- Programming Guidance..... 5-4**
 - Figure 5-B: CMAQ Programming Categories..... 5-4
- Screening Criteria..... 5-5**
- Project Eligibility..... 5-6**
- Non-Eligible Projects 5-13**
- Ranking Criteria and Point System..... 5-13**
 - Figure 5-C: Air Pollution Control Districts in the Kern Region..... 5-14
 - Figure 5-D: Ozone/Carbon Monoxide Planning Areas..... 5-14
 - Figure 5-E: Particulate Matter Planning Areas..... 5-15
 - Figure 5-F: Ranking Criteria and Point System Summary..... 5-15
 - Figure 5-G: CMAQ Performance Measures and Ranking Criteria
Detail..... 5-16
- CMAQ Local Cost-Effectiveness Policy..... 5-21**

Background

The Congestion Mitigation and Air Quality (CMAQ) program was established by the Intermodal Surface Transportation Act of 1991 (1991 ISTEA, Public Law 102-240) and was continued by the Transportation Equity Act for the 21st Century (TEA-21, Public Law 105-178) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) under 23 U.S.C. 149. SAFETEA-LU was scheduled to expire on September 30, 2009, but was extended through September 30, 2012. On July 6, 2012, “Moving Ahead for Progress in the 21st Century Act (MAP-21)” was signed into law and continues the CMAQ program to fund projects likely to reduce air pollution. MAP-21 provides funding over a two-year period starting October 1, 2012 (FY12-13) and ending September 30, 2014 (FY 13-14).

CMAQ funding can be used to maintain and improve the existing transportation system, expand the system to reduce congestion, and to establish programs and projects that will assist the region in reducing mobile emissions and help meet federal air quality standards. CMAQ funds

are reimbursable federal aid funds, subject to the requirements of Title 23, United States code. Eligible costs for funds under these programs include preliminary engineering, right-of-way acquisition, capital costs, and construction costs associated with an eligible activity.

The purpose of developing this policy guidance, procedures and criteria to program CMAQ projects is to provide a consistent project development framework. It is used to develop a regionally balanced program of projects while building consensus among member agencies and the public throughout the planning process. Once locally approved, CMAQ projects must then be included in the Federal Transportation Improvement Program (FTIP) prior to reimbursement of federal funding. The federal-aid process to build transportation projects requires substantial effort from the lead agency to submit paperwork required to process a project once it's identified in the FTIP. Therefore, projects should be developed and incorporated into the FTIP in a timely manner so as to allow sufficient time to build them.

Development Timeline

After funding allocations for CMAQ are determined by Caltrans, KCOG shall initiate a call for projects to develop projects for inclusion into the FTIP, either by amendment into a current FTIP or included as part of the development of a new FTIP. The Transportation Technical Advisory Committee (TTAC) meets monthly to review transportation items and recommend actions to the Transportation Planning Policy Committee (TPPC). Detailed below and in Figure 5-A on the next page is a list of events leading up to the programming of new CMAQ projects in the FTIP. The schedule reflects a 12-month time span from the call for projects to inclusion in the FTIP.

- KCOG shall first issue a "Call for Projects" announcement to the member agencies at the Transportation Technical Advisory Committee (TTAC) meeting and the Transportation Planning Policy Committee (TPPC) meeting. An application form and instructions giving specific information regarding what type of projects are eligible and application process information are distributed. Eligible applicants are organizations that have the ability to accept and account for federal funding. There is a date established as to when the applications must be returned to KCOG.
- KCOG staff shall first evaluate the applications and provide an initial ranking of projects. KCOG shall create a subcommittee of TTAC volunteers to review and comment on submitted applications and initial ranking of projects. The subcommittee shall be given the opportunity to ask questions of KCOG staff and project sponsors during the meeting for clarification and to discuss the merits of each application. TTAC members shall be invited to participate in a peer review assessment after initial review and ranking by KCOG staff to ensure consistent review and ranking of submitted CMAQ applications.
- KCOG staff shall prepare a staff report detailing the findings of the subcommittee and suggesting the recommended course of action to the TTAC. Upon recommendation of the

Chapter 5: Congestion Mitigation & Air Quality Program (CMAQ)

TTAC, the projects proposed for funding are forwarded to the TPPC. Upon the approval of the TPPC the matter is then referred to KCOG for approval. This action financially constrains new projects to available regional funding levels, and allows KCOG to program a list of financially constrained projects in transportation improvement program documents.

- Eligibility of projects is subject to state and federal review.
- After the federal and state approval of the amended FTIP, the lead agencies may request authorization to proceed with design for the project if applicable (design is an eligible expense). Caltrans must review the draft design of the project; and a final plan is developed incorporating the comments and suggestions resulting from the review.
- After the final design plan is approved by Caltrans, the lead agency may then request authorization to proceed for project construction. After the authorization is received, the lead agency may then proceed with construction. In most cases, the project is “cost reimbursable”, meaning that the lead agency must initially finance the project (i.e. buy supplies, pay contractors) and then submit the expenses to Caltrans for reimbursement, upon approval of expenditures.
- When the project is completed, a Notice of Completion is filed with Caltrans. The project is field checked by staff and instructions to issue final payment are issued.
- These policies and procedures may be revised, updated, or otherwise modified at the discretion of the KCOG Board of Directors and through state and federal guidance.

Because CMAQ funds are federal funds, project sponsors must follow federal funding guidelines and environmental (NEPA) processes.

Figure 5-A: CMAQ Milestones for Project Submittal & Approval

CMAQ Milestones	
Month 1, Year 1	CMAQ Allocation estimates received from Caltrans;
Month 2, Year 1	KCOG: reveals the CMAQ apportionment amount(s) available for programming new projects; establishes percentage funding targets for the CMAQ programming categories; and requests approval of the call for projects timeline through the regular committee process.
Month 2, Year 1	Issue a call for projects (4 months);
Month 7, Year 1	Project submittal deadline;
Month 8, Year 2	Evaluate and rank applicable projects; Develop draft program of projects
Month 9 & 10, Year 2	TTAC Subcommittee shall review and comment on applications and initial rankings;
Month 11, Year 2	Draft program of projects is reviewed by TTAC;
Month 11, Year 2	Draft program of projects is reviewed by TPPC;
Month 12, Year 2	Request recommendation of approval by TTAC of Final List of Projects;
Month 12, Year 2	Request TPPC approval on Final List of Projects.

Note: Additional cycles may be implemented at the discretion of Kern COG staff that follows the time frame as defined above. Even year = Year 1; Odd year = Year 2

Programming Guidance

The following guidance shall direct the programming of available CMAQ funding over the course of SAFETEA-LU and MAP-21. The five categories listed in Figure 5-B provide guidance on project categories that will be identified for funding. Reasonably Available Control Measures (RACM) and Best Available Control Measures (BACM) projects are eligible under any category. Category 2 will be used to implement a partnership program of projects outside the member agency circle. Projects will compete within each category separately.

Figure 5-B: CMAQ Programming Categories

CMAQ Programming Categories	
Category 1: Public Transit Projects	Eligible projects shall include but are not limited to rolling stock, transit shelters and signs. Projects shall be distributed by: small urban areas; regional transit; and metropolitan transit.
Category 2: Alternative Fuels Vehicle Projects (Partnership Program)	The cost differential of eligible projects shall include but are not limited to rolling stock; utility fleet vehicles; other maintenance utility vehicles such as delivery trucks using alternative fuel technology. An exception to this category is the replacement of diesel school buses 1988 or older with alternative fuel technology rolling stock; these projects shall be considered for up to 50% of the total cost.
Category 3: Fueling Stations	Eligible projects shall include but are not limited to natural gas fueling stations or other alternative fueling facility. There shall be an emphasis on multiple-agency and public access to these facilities. A regional project nominated by an agency or group outside the Kern COG member agencies must demonstrate local consensus or support by submitting a letter of support from appropriate member agencies.
Category 4: Transportation System Management Projects	Eligible projects (Transportation System Management Projects) shall include traffic signal interconnect projects in the metropolitan Bakersfield area; and Traffic Operation Center projects.
Category 5: Discretionary Projects	Eligible projects (Discretionary Projects) may include PM ₁₀ reduction, non-motorized projects or safety / traffic flow projects, and freight/goods movement projects that can demonstrate an air quality benefit to the non-attainment area.
All Categories	All lead agencies must demonstrate the ability to process projects in a timely manner, so that funding is not lost to the Kern region due to delays or mismanagement.

Chapter 5: Congestion Mitigation & Air Quality Program (CMAQ)

Air quality benefits of all projects or activities shall be quantified and documented before CMAQ funding is approved. Caltrans submits an annual report to FHWA covering all CMAQ obligations for the fiscal year ending the previous September 30. This report documents how CMAQ funds were spent and what the air quality benefits are expected to be.

Screening Criteria

Proposed CMAQ projects must meet all of the following screening requirements, where applicable. If a proposal meets all of the applicable criteria, it is eligible for prioritization; if not, it cannot be considered for funding.

- Project must be included in a local agency-adopted resolution stating financial support for the project.
- Project is eligible for CMAQ funding as defined by the latest federal transportation authorization bill and CMAQ Guidelines.
- Project applicant is either a public agency, i.e. city, county, special district, Caltrans, transit operator, transit authority, or a non-profit agency or group with the sponsorship of a public agency.
- Successful project applicants or their sponsors must have executed a master agreement with Caltrans in order to be authorized to expend funds for reimbursement under this program. Agencies without a master agreement will either need to obtain one or the sponsorship of an agency that does have one.
- Road projects must have a functional classification of urban collector, or major rural collectors or higher.
- CMAQ projects must demonstrate a tangible benefit to air quality. CMAQ funded projects are required to quantify or qualify their benefit as part of annual reporting requirements.
- The project must comply with the Americans With Disabilities Act (ADA) requirements.
- The project must be consistent with the currently approved Regional Transportation Plan.
- The applicant or their sponsor must have financial capacity to complete, operate and maintain the project.
- Funds required from other sources must reasonably expected to be available on the time frame needed to carry out the project.

Project Eligibility

The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment of national ambient air quality standards with a focus on ozone, PM₁₀, and their precursors, and precursors of carbon dioxide (CO₂): PM_{2.5}; volatile organic compounds (VOC); nitrogen oxides (NO_x); and Carbon Monoxide. The CMAQ Program Eligibility Listing has been refined to provide local governments with greater flexibility in choosing the types of projects that will provide the "greatest air quality benefits" for their regions in order to meet national goals and standard.

A state or MPO may obligate CMAQ funds apportioned to it only for a transportation project or program:

- If the DOT in consultation with the EPA determines that the project or program is likely to contribute to the attainment of a national ambient air quality standard; or
- If the project or program is included in a State Implementation Plan (SIP) that has been approved pursuant to the Clean Air Act and the project will have air quality benefits; or
- The project or program is likely to contribute to the attainment of a national ambient air quality standard, whether through reductions in vehicle miles traveled, fuel consumption, or through other factors.

Transportation Activities

Transportation activities from approved state SIPs for air quality should be given highest priority for CMAQ funding. The priority of CMAQ funded projects in the FTIP will be based on their air quality benefits.

Transportation Control Measures

The fundable TCMs below are included in Section 108(f)(1) of the Clean Air Act and meet the transportation conformity rule's definition of a TCM (included in approved SIP):

- Programs for improved public transit;
- Restriction of certain roads or lanes to, or construction of such roads or lanes for use by passenger buses or high occupancy vehicles;
- Employer-based transportation management plans, including incentives;
- Trip-reduction ordinances;
- Traffic flow improvement programs that achieve emission reductions;
- Fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service;
- Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use;

Chapter 5: Congestion Mitigation & Air Quality Program (CMAQ)

- Programs for the provision of all forms of high-occupancy, shared-ride services;
- 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;
- 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;
- Programs to control extended idling of vehicles;
- Programs to reduce motor vehicle emissions, consistent with title II, which are caused by extreme cold start conditions;
- Employer-sponsored programs to permit flexible work schedules;
- 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;
- 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; and
- Programs 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.

□ ***Bicycle & Pedestrian Facilities & Programs***

Construction of bicycle and pedestrian facilities, non-construction projects related to safe bicycle use, and State bicycle/pedestrian coordinator positions for promoting and facilitating the increased use of non-motorized modes of transportation. This includes public education, promotional, and safety programs for using such facilities.

□ ***Management and Monitoring Systems***

Developing and establishing management systems for traffic congestion, public transportation facilities and equipment, and intermodal transportation facilities and systems, where it can be demonstrated that they are likely to contribute to the attainment of a National Ambient Air Quality Standard.

□ ***Traffic Management / Congestion Relief Strategies***

Capital and operating costs for traffic monitoring, management, and control facilities and programs, where it can be demonstrated that they are likely to contribute to the attainment of a National Ambient Air Quality Standard. In addition to traffic signal modernization projects destined to improve traffic flow within a corridor or throughout an area, CMAQ funding can also be utilized to support Intelligent Transportation Infrastructure (ITI) Traffic Management and Traveler Information Systems that may include: Regional Multi modal

Traveler Information Centers; Traffic Signal Control Systems; Freeway Management Systems; Traffic Management Systems; Incident Management Programs; and Electronic fare Payment/Toll collection Systems. CMAQ program funds may not replace existing local and State Funds used for operating cost, but are intended to augment and reinforce new efforts. Operating costs are eligible only for a period of 2 years from inception. Operating costs for these services are eligible under RSTP.

□ **Transit Projects**

Improved public transit is an eligible TCM. Transit improvements fall under three broad types of action: system/service expansion, operational improvements, and demand/market strategies. Emission reductions vary widely depending on project specifics as well as the existence of policies and actions that promote transit use, such as transit-supportive land use controls and single-occupant auto disincentives.

- **Transit facilities** - In general, capital costs of system/service expansion are eligible. Examples include new rail systems and extensions, new roadways or reserved lanes on existing roads for exclusive bus/HOV use, and capital costs of initiating commuter rail or ferry service. Enhancements such as new stations, new vehicles/equipment, terminals, transit malls, Intermodal transfer facilities, and track and signalization improvements are also eligible. If it is a reconstruction or rehabilitation project of an existing facility, it is not eligible. Park and ride facilities related to transit systems are eligible.
- **Transit vehicles and equipment** - One-for-one vehicle replacements of the existing bus or rail fleet are eligible because other new vehicles are generally more reliable, less polluting, and make transit a more attractive option. New buses are significantly cleaner than old with respect to PM10; thus justification is strong for using CMAQ funds for replacements in PM10 non-attainment areas like Kern County.
- **Transit associated development** - This includes various types of retail and other services located in or very close to transit facilities. They offer convenience for the transit patron but are not required for the functioning of the system. In general, transit-associated development is not eligible under the CMAQ Program. Child-care centers located adjacent to a major transit stop have been proposed in the past as beneficial to air quality. The type of use could now be funded as an experimental pilot project. Such type of uses could possibly help support mandated “Welfare to Work” Programs.
- **Transit Operations** - In limited cases, operating costs for new transit service are eligible. The main criterion is that it must be for new service, which supports a discrete, new project or program having documented air quality benefits. The funds cannot be used to replace existing funding sources or to further subsidize existing operations. Operating costs are eligible only for a 3-year start-up period. Examples of eligible costs include shuttle service feeding a station; circulator service within an activity center; fixed-route

service linking activity center new transit service to a major employer in support of an employer trip reduction program; new bus service in a community that presently lacks adequate transit service; or new transit service initiated on a HOV facility. Service demonstrations will usually involve buses or vans since the service should be relatively low-cost and easily terminated if sufficient ridership is not achieved. In addition to operating assistance for new transit service, the CMAQ Guidance also allows partial short-term subsidies of transit/paratransit fares as a means of encouraging transit use. Proposals such as reduced fare programs during periods of elevated ozone levels (such as a spare the air day) and discounted transit passes targeted at specific groups or locations may now be eligible if these conditions are met.

□ ***Planning and Project Development Activities***

Project planning or other development activities that lead directly to construction of facilities or new services and programs with air quality benefits. Such as preliminary engineering or major investment studies for transportation /air quality projects, are eligible. This includes studies for the preparation of environmental or NEPA documents and related transportation/air quality project development activities. Project development studies include planning directly related to a event that air quality monitoring is necessary to determine the air quality impacts of a proposed project, which is eligible for CMAQ funding, the costs of that monitoring are also eligible. General planning activities, such as economic or demographic studies, that do not directly propose or support a transportation/air quality project are too far removed from project development to ensure any emission reductions and are not eligible for funding. Regional or area-wide air quality monitoring is not eligible because such projects do not themselves yield air quality improvements nor do they lead directly to projects that would yield air quality benefits.

□ ***Alternative Fuels***

In general, the conversion of individual, conventionally powered vehicles to alternative fuels is not eligible under CMAQ. However, the conversion or replacement of centrally fueled fleets to alternative fuels is eligible. The establishment of on-site fueling facilities and other infrastructure needed to fill alternative fueled vehicles are also eligible expenses. Although, if private fueling stations are reasonably accessible and convenient, then CMAQ funds may not be used. Interference with private enterprise is to be avoided and services should not be needlessly duplicated.

□ ***Telecommuting***

The CMAQ Program allows for the establishment of telecommuting programs. Planning, technical and feasibility studies, training, coordination, and promotion are eligible activities under CMAQ. Physical establishment of telecommuting centers, computer and office equipment purchases and related activities are not eligible. Such activities are not typically transportation projects and funding them would not meet current federal requirements.

□ ***Travel Demand Management***

Travel demand management encompasses a diverse set of activities ranging from traditional car pool and vanpool programs to more innovative parking management and road pricing measures. Eligible activities include: market research and planning in support of TDM implementation; capital expenses required to implement TDM measures; operating assistance to administer and manage TDM programs for up to 3 years; as well as marketing and public education efforts to support and bolster TDM measures.

□ ***Intermodal Freight***

CMAQ funds may be used for improved intermodal freight facilities where air quality benefits can be shown. Capital improvements as well as operating assistance meeting the conditions of this guidance are eligible. In that many intermodal freight facilities included private sector businesses, several of the proposals that have been funded nation-wide have been under public-private partnerships.

□ ***Public/Private Initiatives***

SAFETEA-LU provides greater access to CMAQ funds for projects that cooperatively implemented by public/private partnerships and/or non-profit entities. Proposed projects no longer have to be under the primary control of the cooperating public agency as under ISTEA; although, it is still the responsibility of the public agency to oversee and protect the investment of the Federal funds used by the partnership. Eligible activities include the following: ownership or operation of land, facilities or other physical management or operational duties associated with a project; and any other form of privately owned vehicles and fleets using alternative fuels to the incremental vehicle cost over a conventionally-fueled vehicle. Activities that are the mandated responsibility of the private sector under the Clean Air Act, such as vapor recovery systems at gas stations, are not eligible for CMAQ funding. Implementation of employer trip reduction programs is also a private responsibility, but general program assistance to employers to help them plan and promote these programs is eligible.

□ ***PM-10 Activities***

Projects and programs that reduce transportation generated PM10 emissions are eligible for CMAQ funding. Specifically projects qualifying as “control strategies” identified in the Air District’s PM10 Attainment Plan including the following: paving shoulders, shoulder stabilization, paving or stabilizing unpaved roads, and curbing.

□ ***Outreach Activities***

Outreach activities, such as public education on transportation and air quality, advertising of transportation alternatives to Single Occupancy Vehicle (SOV) travel, and technical assistance to employers or other outreach activities for Employee Commute Option program implementation are eligible for CMAQ funding. The previous policy limiting CMAQ funding for only a two-year period has been eliminated. Now, outreach activities may be funded under the CMAQ program for an indefinite period. Outreach activities may be employed for a wide variety of transportation services. They may equally affect new and existing transit, shared ride, traffic management and control, bicycle and pedestrian, and other transportation services.

□ ***Rideshare Programs***

Rideshare services consist of carpool and vanpool programs; important activities may include computer matching of individuals seeking to vanpool and employer outreach to establish rideshare programs. New or expanded rideshare programs, such as new locations for matching services, upgrades for computer matching software, etc. continue to be eligible and may be funded for an indefinite period of time. Vanpool programs are different from carpooling programs. Implementation of a vanpool operation entails purchasing vehicles and providing a transportation service. Proposals for vanpool activities must be for new or expanded service, subject to the 3-year limitation on operation costs.

□ ***Establishing/Contracting with TMA's***

Transportation Management Associations (TMA's) are comprised of private individuals or firms who organize to address the transportation issues in their immediate locale. Such Associations are currently eligible for CMAQ funding. Eligible expenses for reimbursement are associated start-up costs for up to 3 years. CMAQ requires that the TMA's must be sponsored by a public agency, and the State is responsible for insuring that funds are appropriately used to meeting CMAQ program objectives. The TMA's may play a role in brokering transportation services to private employers--such as: coordinating rideshare programs, provided shuttle services, and developing parking management programs, etc. Applications of these programs must specify program goals and deliverables.

□ ***Inspection/Maintenance Activities***

Emission Inspection/Maintenance (I/M) programs are eligible activities under CMAQ. I/M program funds can be provided for publicly owner I/M facilities-or at privately owned stations where a "public-private partnership" is created. Start-up costs and three years of operating expenses are eligible for CMAQ funds. The establishment of "portable" I/M programs is also eligible under the CMAQ program, provided that they are public services, contribute to emission reductions and do not conflict with statutory I/M requirements.

□ **Experimental Pilot Projects/Innovative Financing**

States and local areas have long experimented with various types of transportation services, and different means of employing them in an effort to better meet the travel needs of their constituents. These “experimental” projects may not meet the precise eligibility criteria for Federal and State funding programs, but they may show promise in meeting the intended public purpose of those programs in an innovative way. The CMAQ provisions of TEA-21 allow experimentation provided that the project or program can reasonably be defined as a “transportation” project and that emission reductions can reasonably be expected “through reductions in vehicle miles traveled, fuel consumption, or through other factors.”

□ **Fare/Fee Subsidy Program**

The CMAQ Program allows funding for partial user fare or fee subsidies in order to encourage greater use of alternative travel modes (e.g. carpool, vanpool, transit, bicycling and walking). CMAQ funds can be used to subsidize fares or fees if the reduced fare/fee is offered as a component of a comprehensive, targeted program to reduce SOV use. Other components of such a program would include public information and marketing of non-SOV alternatives, parking management measures, and better coordination of existing transportation services. The intent of federal policy on this is to focus on situations where alternative transportation modes are viable, but nonetheless, heavy reliance on single-occupant vehicles exists, such as at major employment or activity centers. Examples of fare-fee subsidy programs include the following: 1) discount transit fare through a cooperative arrangement between a transit operator and a major employer; 2) subsidize empty seats during the formation of a new vanpool; 3) reduce fees for shuttle services within a defined area, such as a flat-fare taxi program; or 4) provide financial incentives for carpooling, bicycling and walking in conjunction with a demand management program. An underlying tenet of this provision is to support experimentation but always with the goal of identifying projects that are viable without the short-term funding assistance provided by the CMAQ program. Thus, the subsidy must be used in conjunction with reasonable fares or fees to allow the greatest change of holding on the “trial” users. While the fare/fee subsidy program itself is not limited in time, specific groups or locals targeted under the program must be rotated and the subsidized fare/fee must be limited to any one entity or location.

□ **Other Eligible Activities**

Innovative activities based on promising technologies and feasible approaches to improve air quality will also be considered for funding. This includes such ventures as new efforts to identify and prove the emissions of gross emitters, vanpooling programs, planning and development of parking management program, and preferential treatment for high-occupancy vehicles.

The eligible activities listed above are subject to federal interpretation and the latest CMAQ Guidance.

Non-Eligible Projects

- General planning activities, even for conformity of implementation plan revisions, are not eligible for CMAQ funding.
- Routine maintenance projects are ineligible. Routine maintenance and rehabilitation on existing facilities maintains the existing levels of highway and transit service and, therefore, maintains existing ambient air quality levels rather than improving them.
- Funding for a project that will result in the construction of new capacity available to single-occupant vehicles unless the project consists of a high-occupancy vehicle facility available to single-occupant vehicles only at other than peak travel times.
- Planning activities/modal enhancements required for conformity findings.
- Preparation of Transportation Improvement Programs and plan development.
- Air quality monitoring systems.
- The use of funds for non-governmental partnerships on projects required under the Clean Air Act, the Energy Policy Act, or other federal laws.

Ranking Criteria and Point System

CMAQ projects must first meet federal requirements, such as be on an eligible route, be an eligible type of project and, finally, meet air quality standards. CMAQ funds can be used for transit capital improvements, for high occupancy vehicle lanes, and to alleviate PM₁₀. CMAQ funds may not be used for highway maintenance, transit-operating expenses or for capacity increasing lanes available to single occupancy vehicles. Having met the above standards, the KCOG criteria for selecting CMAQ projects are listed in Figure 5-F (page 5-15) and Figure 5-G (page 5-16). Please note the criteria will not apply to all project types. For example, the safety criteria will not apply to most transit projects because the scoring is based on road safety data. This difference in total possible points between project types is resolved by having projects compete separately within Programming Categories presented in Figure B on page 5-4.

The air quality maps in Figures 5-C, 5-D, and 5-E on the next two pages are included to guide applicants in determining project eligibility, and to identify the air district for each project for scoring purposes.

Figure 5-C: Air Pollution Control Districts in the Kern Region

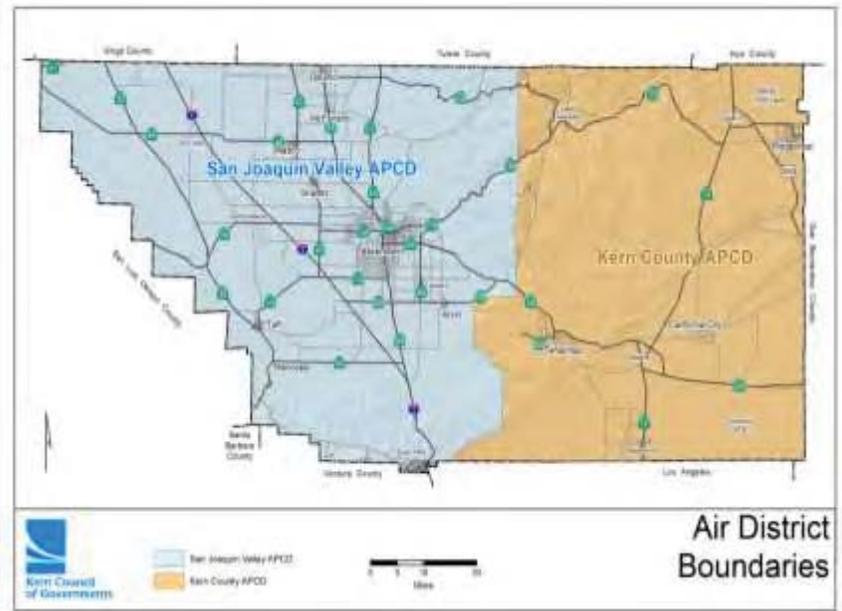


Figure 5-D: Ozone/Carbon Monoxide Planning Areas

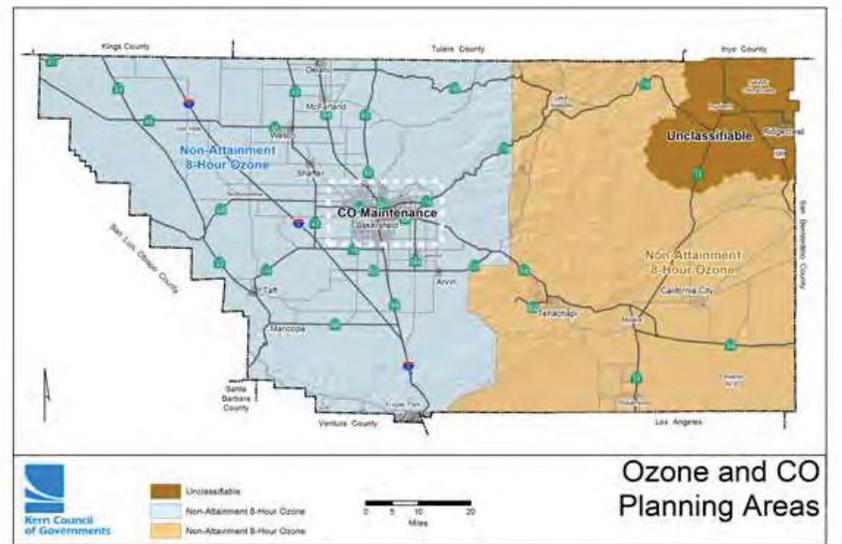


Figure 5-E: Particulate Matter Planning Areas

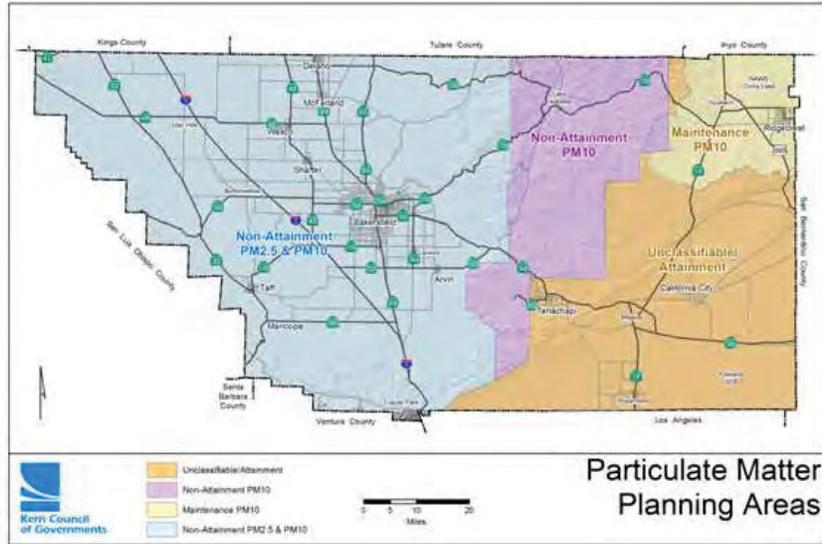


Figure 5-F: Ranking Criteria and Point System Summary

Screening Criteria	YES / NO
Does the proposed project meet all of the CMAQ screening criteria listed on Page 5-5 of the KCOG Project Delivery Policies and Procedures manual?	<i>The project is not eligible if the answer is no.</i>
General Criteria	100
VMT Reduction*	15
Emissions Reduction*	15
BACM/RACM?*	5
Livability*	10
Congestion (LOS)*	25
Safety	15
Cost-Effectiveness	15
	Max 100 Points

Note: Projects compete separately within each of the five categories based on project type.

*KCOG SCS framework-related metrics.

Figure 5-G: CMAQ Performance Measures and Ranking Criteria Detail

General Criteria				
VMT Reduction				
Estimate the reduction in vehicle miles traveled (VMT) using the program titled “Methods to Find the Cost Effectiveness of Funding Air Quality Projects”, General Methods Program (Microsoft Access), from the California Air Resources Board in Cooperation with Caltrans and CAPCOA, available at http://www.arb.ca.gov/planning/tsaq/eval/eval.htm , or the updated version.				
Note: projects are ranked relative to all other projects competing for funds.				
Ranking Criteria (projects are ranked relative to all other projects competing for funds)				Points
Top 1/3 rd (68% - 100%) of projects with the highest VMT reduction				15
Middle 1/3 rd (34% - 67%) of projects with mid-range VMT reduction				12
Bottom 1/3 rd (1% - 33%) of projects with the lowest VMT reduction				8
No reduction				0
Emissions Reduction				
Estimate the reduction in emissions using the program titled “Methods to Find the Cost Effectiveness of Funding Air Quality Projects”, General Methods Program (Microsoft Access), from the California Air Resources Board in Cooperation with Caltrans and CAPCOA, available at http://www.arb.ca.gov/planning/tsaq/eval/eval.htm , or the updated version.				
Note: projects are ranked relative to all other projects competing for funds.				
Emissions Reduction Ranking Criteria ¹				
Pollutant (kg/yr)	San Joaquin Valley Air Basin ²	Kern River Valley Air Basin ³	Mojave Air Basin ⁴	Indian Wells Valley Air Basin ⁵
PM₁₀	Top 90% - 100% = 5	Top 90% - 100% = 5	Top 90% - 100% = 5	Top 90% - 100% = 5
	Top 80% - 89% = 4	Top 80% - 89% = 4	Top 80% - 89% = 4	Top 80% - 89% = 4
	Top 70% - 79% = 3	Top 70% - 79% = 3	Top 70% - 79% = 3	Top 70% - 79% = 3
	Top 60% - 69% = 2	Top 60% - 69% = 2	Top 60% - 69% = 2	Top 60% - 69% = 2
	Top 50% - 59% = 1	Top 50% - 59% = 1	Top 50% - 59% = 1	Top 50% - 59% = 1
VOC	Top 90% - 100% = 4	Top 90% - 100% = 4	Top 90% - 100% = 4	
	Top 80% - 89% = 3	Top 80% - 89% = 3	Top 80% - 89% = 3	
	Top 70% - 79% = 2	Top 70% - 79% = 2	Top 70% - 79% = 2	
	Top 60% - 69% = 1	Top 60% - 69% = 1	Top 60% - 69% = 1	
NO_x	Top 90% - 100% = 3	Top 90% - 100% = 3	Top 90% - 100% = 3	
	Top 80% - 89% = 2	Top 80% - 89% = 2	Top 80% - 89% = 2	
	Top 70% - 79% = 1	Top 70% - 79% = 1	Top 70% - 79% = 1	
PM_{2.5}	Any reduction = 2			
CO	Any reduction = 1 ⁶			
	Max Points = 15	Max Points = 12	Max Points = 12	Max Points = 5
¹ Note: Project eligibility is ultimately determined by FHWA through Caltrans Local Assistance when the project sponsor submits the Request for Authorization (E-76) to Caltrans to obligate the CMAQ funds. When CMAQ guidelines under MAP-21 are available, the KCOG CMAQ project selection process will be reviewed and updated as required. ² Classified non-attainment for four pollutants (PM ₁₀ , Ozone, PM _{2.5} & CO). ³ Classified non-attainment for two pollutants (PM ₁₀ , Ozone). ⁴ Classified non-attainment for one pollutant (Ozone).				

⁵ Classified maintenance for one pollutant (PM₁₀).

⁶ Only applies to projects within the Bakersfield Metropolitan Area.

Livability

Describe whether and how the project provides the four listed benefits; provide no more than a half page response for each benefit: (1) Will enhance or reduce the average cost of user mobility through the creation of more convenient transportation options for travelers; (2) Will improve existing transportation choices by enhancing points of modal connectivity, increasing the number of modes accommodated on existing assets, or reducing congestion on existing modal assets; (3) Will improve travel between residential areas and commercial centers and jobs; (4) Will improve accessibility and transportation services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities, or make goods, commodities, and services more readily available to these groups.

Ranking Criteria	Points
Project provides all four of the listed benefits	10
Project provides three of the listed benefits	7
Project provides two of the listed benefits	4
Project provides one of the listed benefits	1

Congestion Relief

Provide peak period Level of Service (LOS) for intersection(s) and/or road segments within the project limits for existing conditions (Before LOS) and estimated LOS after project completion (After LOS). If applicable, provide Bikeway and/or Pedestrian LOS. If LOS varies within the project limits, provide a weighted average. LOS should be calculated using methods consistent with the Highway Capacity Manual available at <http://www.trb.org/Main/Blurbs/164718.aspx>. Ranking criteria is summarized in the tables below.

Highways

(where bicycles and pedestrians are prohibited)

Points are awarded to projects based on the change in LOS before and after project completion using the table below.

		After LOS Hwy					
		A	B	C	D	E	F
Before LOS Hwy	A	0	0	0	0	0	0
	B	5	0	0	0	0	0
	C	10	5	0	0	0	0
	D	15	10	5	0	0	0
	E	20	15	10	5	0	0
	F	25	20	15	10	5	0

Max Points = 25

OR

(Next page)

Highways & Bicycle Lanes

(when bicycles are allowed on the highway but pedestrians are prohibited)

Points are awarded to projects based on the change in LOS before and after project completion using the two tables below for highway and bikeway facilities.

		After LOS Hwy					
		A	B	C	D	E	F
Before LOS Hwy	A	0	0	0	0	0	0
	B	4	0	0	0	0	0
	C	8	4	0	0	0	0
	D	12	8	4	0	0	0
	E	16	12	8	4	0	0
	F	20	16	12	8	4	0

Plus Bikeway LOS:

		After LOS Bikeway					
		A	B	C	D	E	F
Before LOS Bikeway	A	0	0	0	0	0	0
	B	1	0	0	0	0	0
	C	2	1	0	0	0	0
	D	3	2	1	0	0	0
	E	4	3	2	1	0	0
	F	5	4	3	2	1	0

Max Points Highway LOS (20 Points) + Bikeway LOS (5 Points) = 25

OR

(Next page)

Highways, Bicycle Lanes and Pedestrian Facilities
 (when bicycles and pedestrians are allowed on the highway)

Points are awarded to projects based on the change in LOS before and after project completion using the three tables below for highway, bikeway and pedestrian facilities respectively.

		After LOS Hwy					
		A	B	C	D	E	F
Before LOS Hwy	A	0	0	0	0	0	0
	B	3	0	0	0	0	0
	C	6	3	0	0	0	0
	D	9	6	3	0	0	0
	E	12	9	6	3	0	0
	F	15	12	9	6	3	0

Plus Bikeway LOS:

		After LOS Bikeway					
		A	B	C	D	E	F
Before LOS Bikeway	A	0	0	0	0	0	0
	B	1	0	0	0	0	0
	C	2	1	0	0	0	0
	D	3	2	1	0	0	0
	E	4	3	2	1	0	0
	F	5	4	3	2	1	0

Plus Pedestrian LOS:

		After LOS Pedestrian					
		A	B	C	D	E	F
Before LOS Pedestrian	A	0	0	0	0	0	0
	B	1	0	0	0	0	0
	C	2	1	0	0	0	0
	D	3	2	1	0	0	0
	E	4	3	2	1	0	0
	F	5	4	3	2	1	0

Max Points Highway LOS (15 Points) + Bikeway LOS (5 Points) + Pedestrian LOS (5 Points) = 25

Safety

Provide: (1) After project accident & fatality rates (accidents/millions of vehicle miles (MVM); fatalities/MVM) for the road segment within the project limits using three years of accident data, and (2) the statewide average accident rate for a similar facility (from Caltrans TASAS database or local agency accident database). Instructions for obtaining project accident and fatality rates are available on pages B-21 and B-22 of Appendix B.

Safety Ranking Criteria	Points
Is the existing Accident Rate higher than the average rate for a similar facility, <u>and</u> does the project reduce the Accident Rate to the average rate or lower? If Yes If No	 7 0
Is the existing Fatality Rate higher than the average rate for a similar facility, <u>and</u> does the project reduce the Fatality Rate to the average rate or lower? If Yes If No	 8 0
Max Points = 15	

Cost-Effectiveness

Calculate cost-effectiveness using the program titled “Methods to Find the Cost Effectiveness of Funding Air Quality Projects”, General Methods Program (Microsoft Access), from the California Air Resources Board in Cooperation with Caltrans and CAPCOA, available at <http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>, or the updated version.

Ranking Criteria	Points
Project does not exceed the Cost-Effectiveness Threshold	15
Project exceeds the Cost-Effectiveness Threshold by not more than 50%	10
Project exceeds the Cost-Effectiveness Threshold by not more than 100%	5

RACM/BACM

Is the project identified as a RACM/BACM?

Ranking Criteria	Points
Yes	5
No	0

CMAQ: LOCAL COST- EFFECTIVENESS POLICY

The following three pages present the local cost-effectiveness policy adopted by Kern COG in September 2007.

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 reduction 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 COG will use the Caltrans estimate to develop the available CMAQ funds over the four-year period. Kern COG commits to dedicate at least 20% (or 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 were 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 COG 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 Improvements 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 use 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 COG 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 COG.

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 COG 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 COG 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 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 (NO_x), 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).

Example Schedule	
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



April 1, 2015

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: X.
PROJECT DELIVERY PRESENTATIONS – CMAQ & RSTP

DESCRIPTION:

Presentations will be provided by agencies with Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) projects that as of March 20, 2015 had not yet been submitted for funding authorization.

DISCUSSION:

BACKGROUND

The Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) projects in fiscal year 14/15 were originally approved by the Kern COG's Board on February 20, 2014. Projects were incorporated into a Federal Transportation Improvement Program (FTIP) amendment that was federally approved May 12, 2014. These projects were eligible for funding authorization as of October 1, 2014.

CMAQ and RSTP project delivery letters for fiscal year 14/15 were provided and discussed at the February 4, 2015 Transportation Technical Advisory Committee (TTAC). The TTAC requested project status presentations for the March 4, 2015 and April 1, 2015 TTAC meeting.

PRESENTATIONS

Presentations will include the following information for each project:

- A. Where the agency is in the delivery process compared to information provided at the March 4th TTAC meeting; and
- B. Is the project on schedule?

Presentations will be made for the following projects that represent a total of about \$15.4 million in federal programming (CMAQ & RSTP):

1. **KER140502** (\$115,960 CMAQ) Golden Empire Transit District (California State University, Bakersfield) - In Bakersfield: Don Hart Drive East and Kroll Way, Construction of Public Transit Center – Per the March 4, 2015 TTAC meeting, unless there is new information, this project is not required to be presented until the September 30, 2015 TTAC meeting. This project is part of 2015 FTIP Amendment No. 4. Golden Empire Transit District to submit FTA grant application by the end of June.

2. **KER140405** (\$5,879,762 RSTP) Kern County – In Kern County: Grouped Project for Pavement Resurfacing and/or Rehabilitation (Old River Rd, Rowlee Rd) – Per the March 4, 2015 TTAC meeting, the County is waiting on right of way certifications to submit request for authorizations by end of March.
3. **KER140503** (\$1,830,374 CMAQ) Kern County – In Kern County: Purchase Four Replacement CNG Coaches – Per the March 4, 2015 TTAC meeting, the County to submit the Federal Transit Administration (FTA) 5311 application by the end of April.
4. **KER140506** (\$480,000 CMAQ) Kern County – In Kern County: Grouped Project for Intersection Signalization (Snow Rd at Coffee Rd, Snow Rd at Calloway Rd) – Per the March 4, 2015 TTAC meeting, the County is waiting on right of way certifications to submit request for authorizations by end of March.
5. **KER140509** (\$5,610,149 CMAQ) Kern County – In Kern County: Grouped Project for Shoulder Improvements (Buena Vista Blvd, Old River Rd, Rowlee Rd, Heath Rd, Renfro Rd, Holloway Rd, Banducci Rd) – Per the March 4, 2015 TTAC meeting, County waiting on right of way certifications to submit request for authorizations by end of March. Holloway Rd is the only exception that may need an additional study. Holloway Rd request for authorization to be submitted by end of June.
6. **KER140505** (\$1,222,230 CMAQ) Kern County Superintendent of Schools – CNG Station Expansion – Per the March 4, 2015 TTAC meeting, the preliminary environmental study to be submitted in March and request for authorization expected to be approved in June. The TTAC requested the consultant's delivery schedule be presented in April.
7. **KER140410** (\$8,853 CMAQ) Maricopa (Caltrans) – In Maricopa: SR 33 at Stanislaus St; Install Rectangular Rapid Flashing Beacon near Pedestrian Crossing – Per the March 4, 2015 TTAC meeting, Caltrans used state funds to design the project.
8. **KER140408** (\$228,000 RSTP) Shafter – In Shafter: Grouped Project for Non-Capacity Widening (no additional travel lanes) (Tulare Ave between North Reiker St and SR 43) – Per the March 4, 2015 TTAC meeting, City of Shafter is awaiting preliminary environmental study approval to submit request for authorization.

KERN COG'S PROJECT DELIVERY POLICIES AND PROCEDURES

Kern COG staff will continue monitoring the progress of all projects throughout the Kern County region. As stated in "Kern COG's Project Delivery Policies and Procedures Chapter 2: Implementation Procedures Overview," Kern COG's role is to enforce project deadlines for these funds under the MAP-21 transportation authorization acts. Key policy elements include:

- Obligation requests shall be submitted to Caltrans Local Assistance by February 1 of the year the funds are programmed in the Federal Transportation Improvement Program (FTIP);
- Funds shall be obligated by March 31 of the year programmed in the FTIP;
- The agency shall execute and return the Program Supplement Agreement (PSA) to Caltrans within 60 days of receiving the PSA from Caltrans;
- Once obligated, funds shall be invoiced against at least once every six months;

- For funds contracted out, a contract shall be awarded within 6 months of obligation;
- Projects shall be closed out within six months of final invoice.

Projects that do not meet these deadlines are subject to review and possible deprogramming by KCOG. Funds not obligated (or transferred to FTA) by April 30 of the fiscal year programmed in the FTIP will be returned to KCOG for reprogramming. In addition, the KCOG Board will make final decisions regarding the reprogramming of available funds based on KCOG staff recommendations, or the recommendation of the Executive Director, or the recommendations of the TTAC.

Enclosure: March 20, 2015 Fiscal Year 2014/2015 RSTP & CMAQ project list
 March 20, 2015 Fiscal Year 2015/2016 RSTP & CMAQ project list
 March 20, 2015 CMAQ Substitution project list

ACTION:

1. Recommend that the Transportation Planning Policy Committee implement the Kern COG Policies and Procedures by taking action on April 16, 2015 to deprogram projects presented in this staff report; or
2. Recommend that no action be taken because the projects presented in this staff report are no longer subject to deprogramming because they have all been submitted for funding authorization.

**Federal Transportation Improvement Program - Fiscal Year 2014/2015
RSTP and CMAQ**

Lead	PIN	Project No./ Grant No.	Description	Federal FY 14/15 PE	Federal FY 14/15 CON	FY 14/15 Total	Date Expect to Submit	Note
Arvin	KER140401	STPL-5370(026)	IN ARVIN: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Varsity Ave)	\$0	\$47,443	\$53,590	PE-done	3
Bakersfield	KER140402	STPL-5109(215)	IN BAKERSFIELD: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Gosford Rd)	\$0	\$3,810,999	\$4,304,755	CON-done	3
Bakersfield	KER140507	CML-5109(214)	IN BAKERSFIELD: GROUPED PROJECTS FOR SAFETY IMPROVEMENTS (Harris Rd)	\$0	\$301,000	\$340,000	Oct 2014	3
Cal. City	KER140403	STPL-5399(024)	IN CALIFORNIA CITY: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Hacienda Blvd: Redwood)	\$0	\$38,922	\$43,965	Jan 2015	3
Delano	KER140404	STPL-5227(052)	IN DELANO: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (High St, Ellington St, Fremont St)	\$0	\$61,971	\$70,000	Jan 2015	2
GET	KER140502		IN BAKERSFIELD: ON DON HART DR EAST AND KROLL WAY; CONSTRUCTION OF PUBLIC TRANSIT CENTER	\$115,960	\$0	\$130,985	March 2015	A
KCOG	KER140414	STPLNI-6087(047)	IN KERN COUNTY: REGIONAL TRAFFIC COUNT PROGRAM	\$0	\$79,677	\$90,000	Jan 2015	2
KCOG	KER140501	CMLNI-6087(048)	IN KERN COUNTY: RIDESHARE PROGRAM	\$0	\$186,724	\$210,917	Jan 2015	3
KCSS	KER140505		IN BAKERSFIELD: CNG FUELING STATION EXPANSION	\$0	\$1,222,230	\$1,388,910	June 2015	1
Kern Co.	KER140405		IN KERN COUNTY: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Old River Rd, Rowlee Rd)	\$0	\$5,879,762	\$6,641,762	March 2015	1
Kern Co.	KER140504		IN KERN COUNTY: PURCHASE FOUR REPLACEMENT CNG COACHES	\$0	\$1,830,374	\$2,067,518	Jan 2015	1
Kern Co.	KER140506		IN BAKERSFIELD: GROUPED PROJECTS FOR INTERSECTION SIGNALIZATION (Snow Rd at Coffee, Snow Rd at Calloway)	\$0	\$480,000	\$600,000	March 2015	1
Kern Co.	KER140509		IN KERN COUNTY: GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS (Buena Vista Blvd, Old River Rd, Rowlee Rd, Heath Rd, Renfro Rd, Holloway Rd, Banducci Rd)	\$0	\$5,610,149	\$6,900,000	March 2015	1
NOTES	Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved. 2a. Allocation request to CTC. A. Amendment pending							

**Federal Transportation Improvement Program - Fiscal Year 2014/2015
RSTP and CMAQ**

Lead	PIN	Project No./ Grant No.	Description	Federal FY 14/15 PE	Federal FY 14/15 CON	FY 14/15 Total	Date Expect to Submit	Note
McFarland	KER140406	STPL-5343(007)	IN MCFARLAND: KERN AVE: 2ND ST TO 3RD ST; LANDSCAPING AND PEDESTRIAN IMPROVEMENTS	\$35,280	\$0	\$39,851	Jan 2015	3
McFarland	KER140510	CML-5343(006)	IN MCFARLAND: ALONG ELMO HWY AND BROWNING RD; PAVE SHOULDERS AND INSTALL CLASS II BIKE LANE FACILITIES	\$28,428	\$0	\$32,112	Jan 2015	3
Ridgecrest	KER140407	STPL-5385(056)	IN RIDGECREST: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (S. China Lake: Bowman to College Heights)	\$0	\$89,503	\$101,100	Jan 2015	3
Ridgecrest	KER140512	CML-5385(055)	IN RIDGECREST: NORTH WARNER ST FROM DRUMMOND AVE TO WEST HOWELL AVE; SURFACE UNPAVED STREET	\$40,307	\$0	\$45,530	PE-done	3
Shafter	KER140408		IN SHAFTER: GROUPED PROJECT FOR NON-CAPACITY WIDENING (NO ADDITIONAL TRAVEL LANES) (Tulare Ave)	\$0	\$228,000	\$277,000	Feb 2015	1
State	KER140410		IN MARICOPA: SR 33 AT STANISLAUS ST; INSTALL RECTANGULAR RAPID FLASHING BEACON NEAR PEDESTRIAN CROSSING	\$8,853	\$0	\$10,000	Jan 2015	1
Taft	KER140411	STPL-5193(038)	IN TAFT: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Church St)	\$0	\$17,230	\$19,823	Jan 2015	3
Taft	KER140513	CML-5193(037)	IN TAFT: SUPPLY ROW ST BETWEEN S 4TH ST AND S 6TH ST; CONSTRUCT PARK-AND-RIDE	\$86,048	\$0	\$97,197	Jan 2015	3
Tehachapi	KER140412	STPL-5184(024)	IN TEHACHAPI: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Tehachapi Blvd)	\$0	\$20,890	\$24,000	PE-done	3
Wasco	KER140413	STPL-5287(038)	IN WASCO: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (7th St and Central Ave)	\$0	\$46,588	\$52,625	PE-done	3
NOTES	Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved. 2a. Allocation request to CTC. A. Amendment pending							

**Federal Transportation Improvement Program - Fiscal Year 2015/2016
RSTP and CMAQ**

Lead	PIN	Project No./ Grant No.	Description	Federal FY 15/16 PE	Federal FY 15/16 CON	FY 15/16 Total	Note
Arvin	KER140401		IN ARVIN: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	\$0	\$434,557	\$562,698	1
Bakersfield	KER140402		IN BAKERSFIELD: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	\$0	\$4,762,045	\$5,379,021	1
Bakersfield	KER140507		IN BAKERSFIELD: GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SAFER ROADS	\$0	\$970,554	\$1,096,300	1
Bakersfield	KER140508		IN BAKERSFIELD: MOHAWK ST AT TOWER WAY; SIGNAL & MOHAWK ST FROM TRUXTUN AVE TO CALIFORNIA AVE; CONSTRUCT MEDIAN ISLAND	\$0	\$429,455	\$485,100	1
Cal. City	KER140403		IN CALIFORNIA CITY: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	\$0	\$281,078	\$317,496	1
Delano	KER140404		IN DELANO: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	\$0	\$1,196,029	\$1,350,988	1
GET	KER140502		IN BAKERSFIELD: ON THE CALIFORNIA STATE UNIVERSITY, BAKERSFIELD CAMPUS; CONSTRUCTION OF A PUBLIC TRANSIT CENTER	\$0	\$1,074,840	\$1,214,115	1
GET	KER140503		IN BAKERSFIELD: EXPANSION OF PASSIVE SOLAR ELECTRIC CONVERSION SYSTEM	\$0	\$1,437,992	\$1,624,300	1
KCOG	KER140414		IN KERN COUNTY: REGIONAL TRAFFIC COUNT PROGRAM	\$0	\$79,677	\$90,000	1
KCOG	KER140501		IN KERN COUNTY: RIDESHARE PROGRAM	\$0	\$201,534	\$227,645	1
Kern Co.	KER140405		IN KERN COUNTY: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	\$0	\$1,466,238	\$2,108,238	1
NOTES	Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved. 2a. Allocation request to CTC. A. Amendment pending						

**Federal Transportation Improvement Program - Fiscal Year 2015/2016
RSTP and CMAQ**

Lead	PIN	Project No./ Grant No.	Description	Federal FY 15/16 PE	Federal FY 15/16 CON	FY 15/16 Total	Note
Kern Co.	KER140506		IN BAKERSFIELD: GROUPED PROJECTS FOR INTERSECTION SIGNALIZATION	\$0	\$1,000,000	\$1,250,000	1
Kern Co.	KER140509		IN KERN COUNTY: GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS	\$0	\$3,199,027	\$3,950,000	1
McFarland	KER140406		IN MCFARLAND: KERN AVE: 2ND ST TO 3RD ST; LANDSCAPING AND PEDESTRIAN IMPROVEMENTS	\$0	\$262,720	\$358,659	1
McFarland	KER140510		IN MCFARLAND: ALONG ELMO HWY AND BROWNING RD; PAVE SHOULDERS AND INSTALL CLASS II BIKE LANE FACILITIES	\$0	\$242,592	\$274,023	1
Ridgecrest	KER140407		IN RIDGECREST: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	\$0	\$588,497	\$664,744	1
Ridgecrest	KER140512		IN RIDGECREST: NORTH WARNER ST FROM DRUMMOND AVE TO WEST HOWELL AVE; SURFACE UNPAVED STREET	\$0	\$231,769	\$261,798	1
Shafter	KER140409		IN SHAFTER: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	\$0	\$182,000	\$205,581	1
State	KER140410		IN MARICOPA: SR 33 AT STANISLAUS ST; INSTALL RECTANGULAR RAPID FLASHING BEACON NEAR PEDESTRIAN CROSSING	\$0	\$30,985	\$35,000	1
State	KER140511		SOUTH OF BAKERSFIELD: SR 223 AT SR 184/WHEELER RIDGE RD; OPERATIONAL IMPROVEMENT	\$0	\$750,000	\$1,500,000	1
Taft	KER140411		IN TAFT: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	\$0	\$198,770	\$224,524	1
NOTES Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved. 2a. Allocation request to CTC. A. Amendment pending							

**Federal Transportation Improvement Program - Fiscal Year 2015/2016
RSTP and CMAQ**

Lead	PIN	Project No./ Grant No.	Description	Federal FY 15/16 PE	Federal FY 15/16 CON	FY 15/16 Total	Note
Taft	KER140513		IN TAFT: SUPPLY ROW ST BETWEEN S 4TH ST AND S 6TH ST; CONSTRUCT PARK-AND-RIDE	\$0	\$363,457	\$410,547	1
Tehachapi	KER140412		IN TEHACHAPI: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	\$0	\$315,110	\$355,937	1
Wasco	KER140413		IN WASCO: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	\$0	\$567,412	\$640,928	1
NOTES	Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved. 2a. Allocation request to CTC. A. Amendment pending						

**Federal Transportation Improvement Program - Fiscal Year 2016/2017
CMAQ Substitution Project List**

Lead	PIN	Project No./ Grant No.	Description	Federal FY 16/17 PE	Federal FY 16/17 CON	FY 16/17 Total	Note
Delano	KER140521		IN DELANO: GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS (Woollomes Ave, Ellington St)	\$0	\$746,816	\$843,575	1
GET	KER140522		IN BAKERSFIELD: PURCHASE OF FIVE REPLACEMENT CNG BUSES	\$0	\$2,500,000	\$2,823,902	1
Kern Co.	KER140514		IN TEHACHAPI: UMTALI RD FROM UMFALOZI RD TO SAND CANYON RD; SURFACE UNPAVED STREET	\$0	\$1,000,000	\$1,250,000	1
Kern Co.	KER140515		IN INYOKERN: NEAL RD FROM SR 395 TO BROWN RD; SURFACE UNPAVED STREET	\$0	\$760,000	\$950,000	1
Kern Co.	KER140516		NEAR BUTTONWILLOW: SULLIVAN RD FROM CANNON ST TO BUSSELL RD; SURFACE UNPAVED STREET	\$0	\$400,000	\$500,000	1
Kern Co.	KER140517		NEAR BUTTONWILLOW: CANNON ST FROM SR58 TO SULLIVAN RD; SURFACE UNPAVED STREET	\$0	\$400,000	\$500,000	1
Ridgecrest	KER140520	CML-5385(054)	IN RIDGECREST: GRAAF AVE FROM NORTH SIERRA VIEW TO NORTH NORMA ST; SURFACE UNPAVED STREET	\$15,294	\$87,912	\$116,578	3,1
Wasco	KER140523	CML-5287(039)	IN WASCO: PURCHASE REPLACEMENT CNG REFUSE TRUCK	\$0	\$276,190	\$311,974	3
NOTES Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved. 2a. Allocation request to CTC. A. Amendment pending							



April 1, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Rob Ball, Planning Director

SUBJECT: TTAC AGENDA ITEM: XI.
Discussion of Senate Bill 1077 – Road Usage Charge Alternatives to the Gas Tax

DESCRIPTION:

Committee Member Poire requested that the RPAC discuss Senate Bill (SB) 1077. SB 1077 requires that the California Road Charge Pilot Program Technical Advisory Committee (TAC) study road usage charge alternatives to the gas tax.

DISCUSSION:

The TAC was formed in response to SB 1077. The TAC is required to study road usage charge alternatives to the gas tax, gather public comment and make recommendations to the California State Transportation Agency regarding the design and evaluation of a road usage charge pilot program. Monthly meetings of the TAC are scheduled up and down the state (see attached letter).

A copy of SB 1077 can be found at the following link:

http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB1077

ACTION

Information.

LUCETTA DUNN, Chair
BOB ALVARADO, Vice Chair
DARIUS ASSEMI
YVONNE B. BURKE
JAMES EARP
DARIO FROMMER
JAMES C. GHIELMETTI
CARL GUARDINO
FRAN INMAN
JAMES MADAFFER
JOSEPH TAVAGLIONE

STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor



SENATOR JIM BEALL, Ex Officio
ASSEMBLY MEMBER JIM FRAZIER, Ex Officio
WILL KEMPTON, Executive Director

CALIFORNIA TRANSPORTATION COMMISSION

1120 N STREET, MS-52
SACRAMENTO, CA 95814
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
FAX (916) 653-2134
(916) 654-4245
<http://www.catc.ca.gov>

March 16, 2015

Dear Stakeholder:

The California Road Charge Pilot Program Technical Advisory Committee (TAC) was formed in response to the enactment of Senate Bill (SB) 1077 (DeSaulnier, Chapter 835, Statutes of 2014). SB 1077 requires that the TAC study road usage charge alternatives to the gas tax, gather public comment, and make recommendations to the California State Transportation Agency regarding the design and evaluation of a road usage charge pilot program.

The TAC will meet monthly over the next year to discuss road charge alternatives and to gather public input for the development of the road charge pilot program. The next TAC meeting will be held as follows:

March 27, 2015 – 9:00 AM to 4:00 PM
Hotel Irvine, 17900 Jamboree Rd, Irvine CA
Webcast: www.catc.ca.gov

At the March meeting, the TAC will consider a variety of topics including operational concepts, enabling technology, and road charge pilot system architecture. Additionally, the TAC will hear from experts on the emergence of autonomous vehicles and telematics.

Future meetings are planned to be held as follows:

2015 Meeting Schedule	
March 27, 2015 – Irvine	August 28, 2015 – San Diego
April 24, 2015 – Central Coast	September 25, 2015 – Northstate Area
May 29, 2015 – Fresno	October 23, 2015 – Bay Area
June 26, 2015 – Sacramento Area	November 20, 2015 – Los Angeles
July 24, 2015 – Sierra Nevada/Tahoe Area	December 11, 2015 - Riverside

For more information about SB 1077 and the TAC, please visit our website located at:
<http://goo.gl/VB0I7F>.

I look forward to seeing you in Irvine at the next TAC Meeting.

Sincerely,

A handwritten signature in black ink that reads "Jim Madaffer". The signature is written in a cursive, flowing style.

Jim Madaffer
Chair, California Road Charge Pilot Program Technical Advisory Committee



BRIEFING BOOK FOR THE CALIFORNIA ROAD CHARGE TECHNICAL ADVISORY COMMITTEE

Pre-Meeting Background Reading for TAC Meeting #2

Prepared by D'Artagnan Consulting LLP

February 23, 2015





BRIEFING BOOK FOR TAC MEETING #2

Contents

Section 1 Overview.....3

Section 2 California Policy Dimensions and Tasks Ahead for the TAC.....6

Section 3 Global Evolution of Road Charging Policy45

Section 4 Key Communications Issues62





SECTION 1 OVERVIEW



**BRIEFING BOOK FOR TAC MEETING #2****Purpose of this briefing book**

Senate Bill (SB) 1077 requires the Chair of the California Transportation Commission to create a Technical Advisory Committee (TAC) to study road usage charging (or road charging, for purposes of this document) alternatives to the gas tax and make recommendations to the Secretary of the California State Transportation Agency (CalSTA) on the design and evaluation of a road charging pilot program.

This briefing book is the first in a series designed to provide background information to TAC members on key issues the TAC will have to decide in order to complete their charge from the Legislature. The expectation is that information contained in these briefing books will inform TAC members on critical matters prior to each meeting, facilitate better understanding of the presentations, and stimulate thoughtful discussion of key ideas during the meetings.

In many instances, the information provided will be broader in scope than the TAC's primary responsibilities and will include information about topics that are more properly addressed by CalSTA or through legislative action. The broader background on these topics is offered to provide TAC members with context since many of the policy, communications, and technical issues are highly interdependent. Additionally, TAC recommendations for the pilot program may well lay the foundation for any longer-term road charging system in California.



**BRIEFING BOOK FOR TAC MEETING #2****We designed the remainder of this document to help the TAC begin work on its four core activities**

Section 2 provides a summary of the policy context in California, including an outline of the four core activities the TAC will undertake:

- ▶ Study road charging methods
- ▶ Seek public input
- ▶ Recommend pilot design parameters
- ▶ Recommend pilot evaluation criteria

Section 2 also includes a broad overview of commonly raised road charging policy questions. Since policy choices drive so many aspects of the program, we believe it is important for the TAC to be aware of these questions when undertaking its work. **The TAC does not need to formulate answers to these policy questions, but awareness of the questions will inform decisions about pilot design and evaluation criteria.**

Section 3 provides a summary of key activities and lessons learned from road charging programs from around the world.

Section 4 is a discussion of communications issues related to road charging. It provides perspectives and lessons learned on gathering public comment on road charging, the related task of sharing information about the road charge with the public, and an overview of communications activities in the current work plan for the pilot program.





SECTION 2

CALIFORNIA POLICY DIMENSIONS

AND TASKS AHEAD FOR THE TAC

(To be discussed during Item 7 on February TAC agenda)



**BRIEFING BOOK FOR TAC MEETING #2****“An efficient transportation system is critical for California’s economy and quality of life” – SB 1077**

California’s transportation system serves all 38 million residents. The state’s 175,000 miles and 400,000 lane-miles of roads directly serve 24.2 million licensed California drivers, 27.7 million registered California vehicles, and out-of-state visitors. Collectively, Californians and visitors are estimated to drive over 200 billion miles every year on California roads.

In Senate Bill 1077, the Legislature recognized the important role of an efficient transportation system for the state’s economy and quality of life. Well-maintained roads and bridges provide mobility and accessibility for residents and businesses alike.





BRIEFING BOOK FOR TAC MEETING #2

Revenues from existing taxes and fees dedicated to roadway infrastructure are not keeping pace with demands on roadway infrastructure

The largest sources of funding for transportation projects in California are derived from excise taxes paid on fuel consumption. These funds are primarily used to preserve, maintain, expand, and modernize California's highway system.

Annual investments funded from these and other sources to preserve California's transportation infrastructure have not kept pace with the demands on the infrastructure.

"The revenues currently available for highways and local roads are inadequate to preserve and maintain existing infrastructure and to provide funds for improvements that would reduce congestion and improve service." – SB 1077

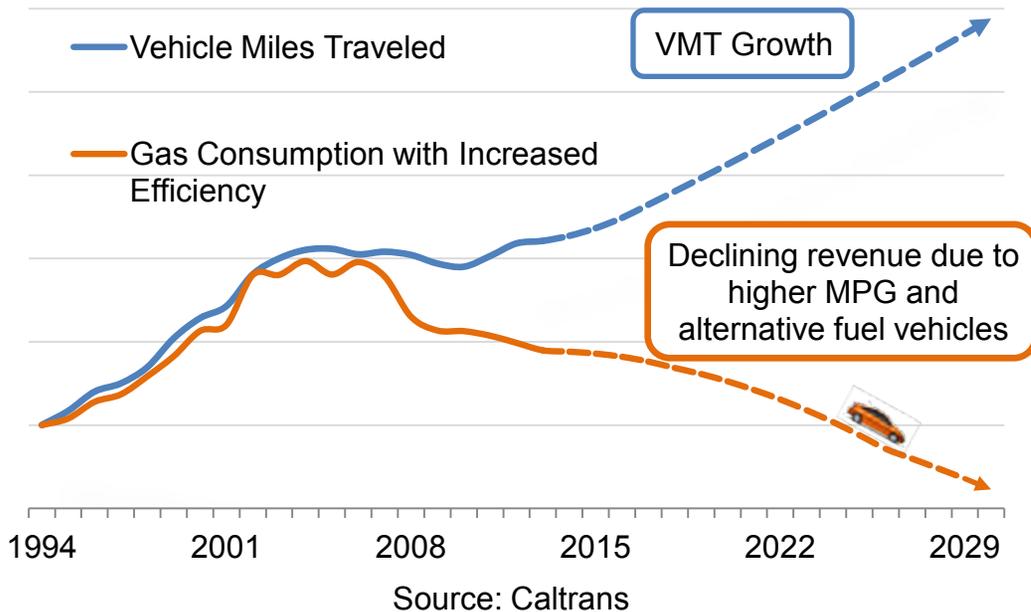




BRIEFING BOOK FOR TAC MEETING #2

As California reduces fossil fuel consumption, gas taxes are not a sustainable source of funding

Fuel taxes are the primary source of funds to support California’s transportation system. Current funding levels are insufficient to properly maintain roads and bridges. In the future, as fuel tax receipts decline due to improved fuel economy and alternative fuel vehicles, the challenge of funding basic maintenance and repairs will be even more difficult.



“The gas tax is an ineffective mechanism for meeting California’s long-term revenue needs because it will steadily generate less revenue as cars become more fuel efficient and alternative sources of fuel are identified. By 2030, as much as half of the revenue that could have been collected will be lost to fuel efficiency. Additionally, bundling fees for roads and highways into the gas tax makes it difficult for users to understand the amount they are paying for roads and highways.” – SB 1077

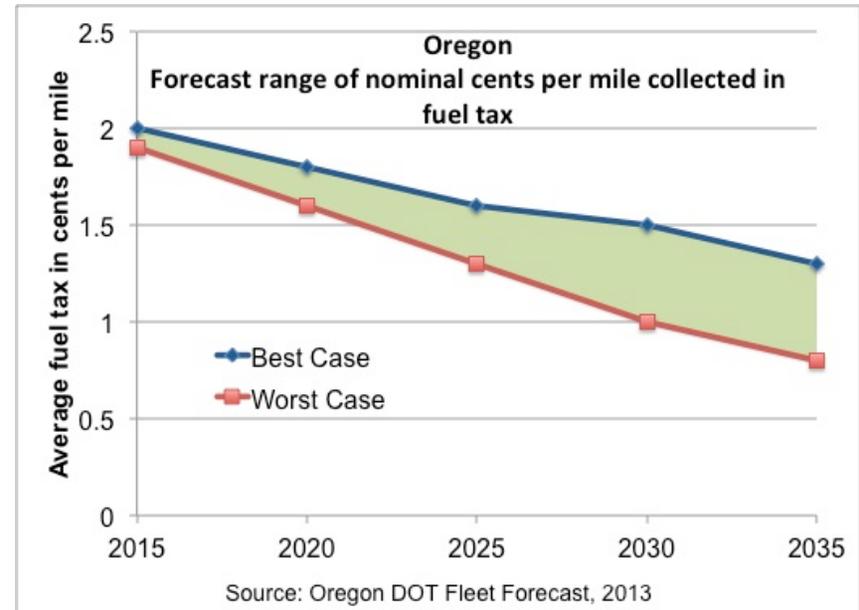
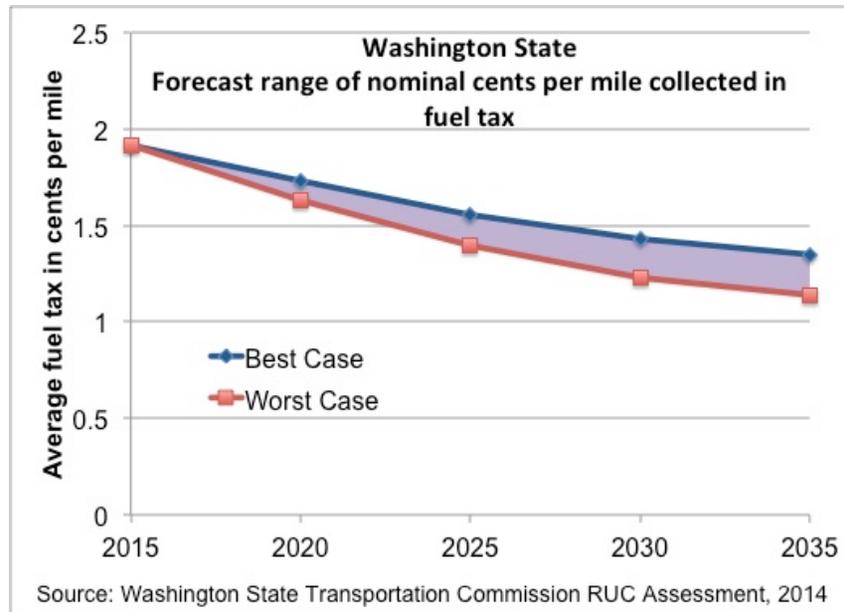




BRIEFING BOOK FOR TAC MEETING #2

Other states are questioning reliance on fuel taxes and are examining alternatives, including road charging

Fuel tax revenue per mile driven has declined in the past decade due to improvements in fleet miles per gallon (MPG). Per-mile revenue will continue its decline as high MPG vehicles enter the fleet in greater numbers. According to a 2013 study commissioned by Caltrans (*Alternative Transportation Financing Strategies*) as well as our own tracking of state legislative activities, over half of all states have examined ways of stabilizing fuel tax revenue over the past several years.



For example, Oregon and Washington have examined the impact of new vehicles on fuel tax revenue. Washington is in advanced stages of study and preparation for a road charging pilot test, while Oregon will implement a permanent road charging system in July 2015.





BRIEFING BOOK FOR TAC MEETING #2

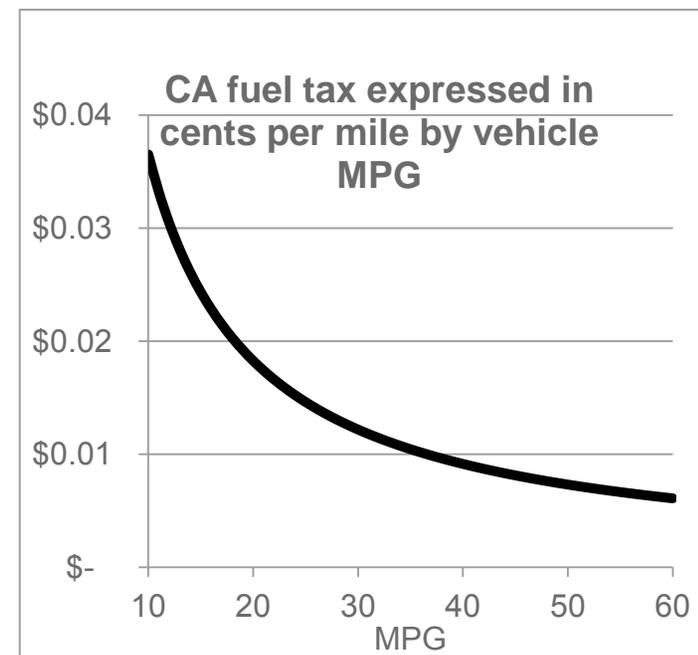
Road charging is a concept of funding roads and bridges based on distance traveled rather than fuel consumed

“Road usage charging is a policy whereby motorists pay for the use of the roadway network based on the distance they travel. Drivers pay the same rate per mile driven, regardless of what part of the roadway network they use.” – SB 1077

It is the consultants’ view that the per-mile rate(s) for any operational road charging system would ultimately be determined by the Legislature, or delegated by the Legislature to a rate-making body. Moreover, the legislative language of SB 1077 states that per-mile rate(s) could be flat (i.e., not vary by location or time of day) for each individual motorist.

However, based on the consultants’ interpretation of the legislative language, there are two rate possibilities the TAC could consider for pilot testing purposes:

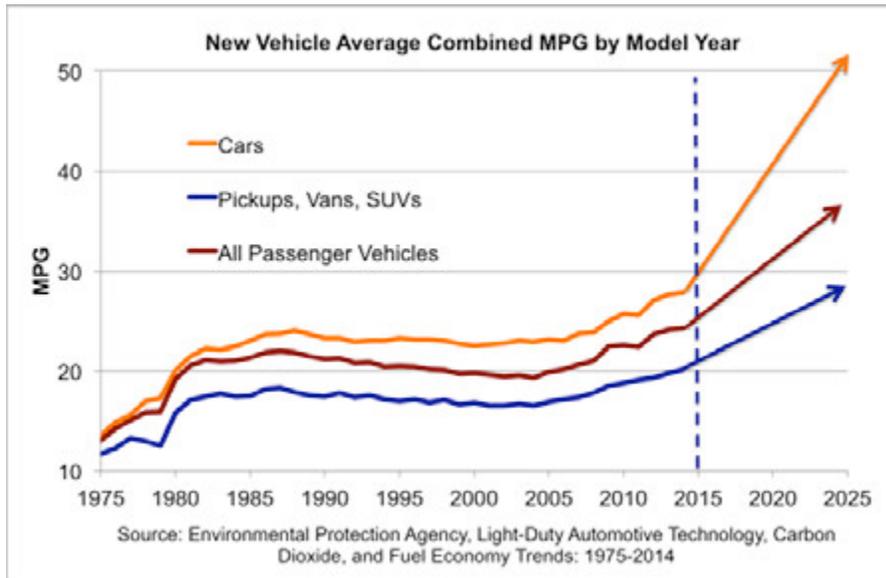
- ▶ The per-mile rate(s) could vary depending on the type of vehicle, including, for example, based on characteristics such as emissions.
- ▶ Some motorists could be offered the ability to “opt out” of reporting actual distance traveled, and instead report a default value. In other words, motorists could pay a fee for the right to drive an unlimited number of miles during a specified period of time. The TAC could recommend such default values to use in pilot testing, should such an option be desirable.





BRIEFING BOOK FOR TAC MEETING #2

Road charging ensures that all motorists contribute to road funding regardless of the type of vehicle they drive



Fuel taxes were designed to approximate road use: the more you drive, the more fuel you consume, the more tax you pay. Over most of the past century, the majority of passenger cars had similar fuel economy, meaning that motorists were paying approximately the same amount per mile driven regardless of the type of vehicle they drove.

In 2007, average MPG of new passenger cars began a steady, multi-year increase for the first time since the 1980s and the second time in a century. In addition, the number of vehicles achieving very high MPG (40+) has proliferated,

and many vehicles now have motive sources that do not use fossil fuels at all, such as electric vehicles. In this new environment, some vehicles pay nothing in fuel taxes for road use, some pay very little, and others pay a great deal. At the same time, however, these vehicles consume roughly equal portions of the state’s roadway budget, occupy similar space in traffic, cause similar amounts of roadway wear, and use similar amounts of roadway lighting and signage. A road charge corrects this imbalance by ensuring that all vehicles pay the same per mile, regardless of fuel source.

“A road usage charge program has the potential to distribute the gas tax burden across all vehicles regardless of fuel source and to minimize the impact of the current regressive gas tax structure.” – SB 1077





BRIEFING BOOK FOR TAC MEETING #2

Road charging programs can be viable without compromising motorist privacy or security of personal data

Oregon was the first U.S. state to design (2010-2012), test (2012-2013), and implement (2014-2015) a road charging program that does not require motorists to share location information. In New Zealand, diesel vehicle driving motorists have paid road charges since 1978 through prepaid distance licenses, which do not require any location information or even any technology other than a functional odometer.

The success of New Zealand's and Oregon's systems have convinced lawmakers in other states like California to advance discussions of road charging.

“Experience to date in other states across the nation demonstrates that mileage-based charges can be implemented in a way that ensures data security and maximum privacy protection for drivers.” – SB 1077





BRIEFING BOOK FOR TAC MEETING #2

Now is the time to explore road charging in California, while heeding the privacy lessons of earlier efforts

“It is therefore important that the state begin to explore alternative revenue sources that may be implemented in lieu of the antiquated gas tax structure now in place... Any exploration of alternative revenue sources shall take privacy implications into account, especially with regard to location data. Travel locations or patterns shall not be reported, and legal and technical safeguards shall protect personal information.” – SB 1077

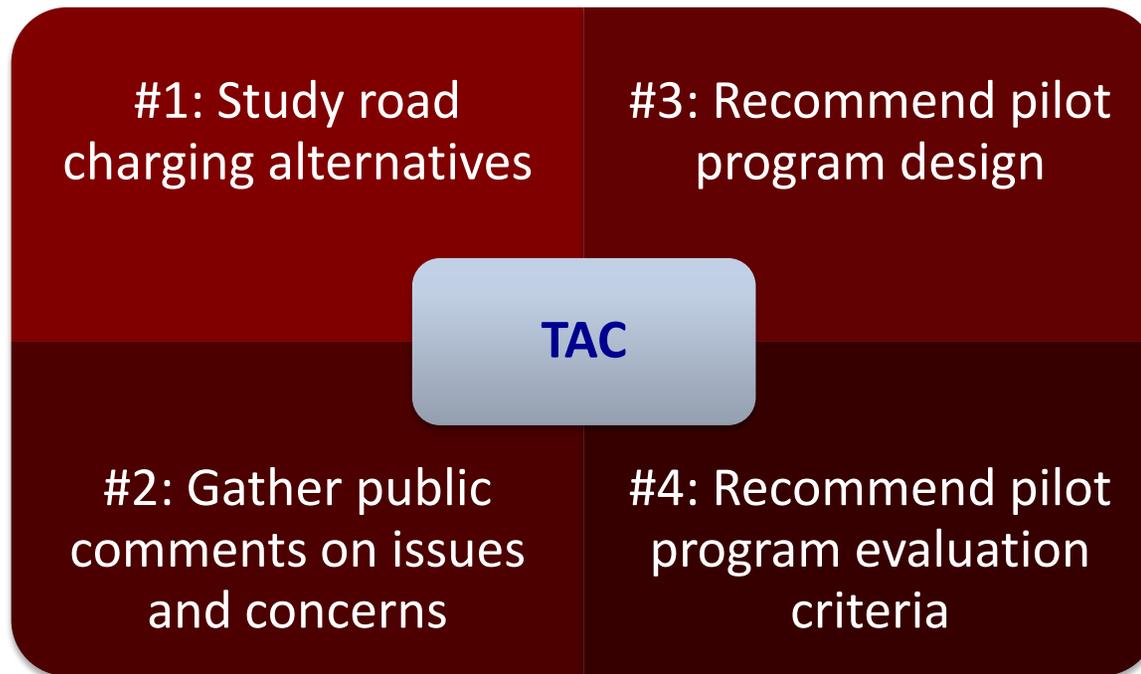




BRIEFING BOOK FOR TAC MEETING #2

SB 1077 empowers the TAC to undertake four primary activities

SB 1077 establishes the TAC as an independent body **studying technical aspects** of road charging alternatives and **gathering public input** on issues and concerns. The TAC is responsible for assimilating this information and using it as the basis for **pilot design** and **evaluation criteria** recommendations.





BRIEFING BOOK FOR TAC MEETING #2

TAC activity 1: Study road charging alternatives to the gas tax

There are many possibilities for measuring and reporting the road usage of a vehicle. Examples include self-reported mileage, certified odometer readings, smartphone-based mileage reporting, in-vehicle device-based mileage reporting, and telematics-based reporting. Throughout the year, the TAC will study these and other methods through operational concept development, business case analysis, policy issue evaluation, and organizational design.



Simultaneously, the TAC will develop evaluation criteria—formal criteria against which each possible method is rated—to guide its study of road charging methods. These criteria may ultimately correspond with the criteria recommended for pilot program evaluation.



**BRIEFING BOOK FOR TAC MEETING #2****TAC activity 2: Gather public comment on issues and concerns related to the pilot program**

In addition to evaluating the technical dimensions of road charging, it is critical that the TAC consider public feedback on the road charging policy itself as well the methods being studied. The TAC has already identified a number of venues for seeking public and stakeholder input. This process involves two-way communication:

- ▶ The TAC will communicate what it is doing with the public, including its purpose, objectives, and process. As the year unfolds, the TAC can gradually communicate more detailed information about the methods being examined.
- ▶ By the same token, the TAC will open channels for receiving public feedback, including a website with social media, monthly meetings, and other public forums.



The information received throughout this process will inform the TAC's recommendations regarding pilot program design and evaluation criteria.





BRIEFING BOOK FOR TAC MEETING #2

TAC activity 3: Recommend road charging approaches and pilot program design parameters to CalSTA

The first category of TAC outputs is a set of design recommendations for a road charge pilot program, to be implemented and operated by CalSTA. Examples of the types of pilot design recommendations that the consultants believe the TAC will make are listed below. Please note that this list is neither exhaustive nor mandatory, but rather intended only for illustrative purposes:

- ▶ Road charging methods to test
 - ▶ Methods of recording and reporting road use
 - ▶ Methods of billing
 - ▶ Methods of payment
 - ▶ Mechanisms for enforcement
 - ▶ Involvement of commercial account managers
- ▶ Participants
 - ▶ Location and distribution
 - ▶ Type of participants (diverse households, businesses, public agencies)
 - ▶ Types of vehicles to include
- ▶ Public agency involvement
- ▶ Privacy protections to have in place
- ▶ Data security mechanisms to have in place
- ▶ Whether and how to test road charging on visitors from out of state



**BRIEFING BOOK FOR TAC MEETING #2****TAC activity 4: Make recommendations on evaluation criteria to use for the pilot program**

In parallel with deciding the pilot dimensions to test, the TAC can develop and recommend criteria for evaluating the pilot program. These criteria could include any combination of the following:

- ▶ Internal evaluation criteria that the TAC uses in its study of road charging methods
- ▶ Standalone criteria designed to evaluate the pilot program
- ▶ Standalone criteria designed to evaluate a future operational program

The Legislature provided the following “considerations” in SB 1077. The consultants believe the TAC can consider this as a partial or initial list of potential evaluation criteria:

- ▶ Availability, adaptability, reliability, and security of methods of recording and reporting highway use
- ▶ Necessity of protecting personally identifiable information
- ▶ Ease and cost of recording and reporting highway use
- ▶ Ease and cost of administering road charges compared to fuel taxes
- ▶ Effectiveness of methods of maintaining compliance
- ▶ Ease of re-identifying location data even when personally identifiable information has been removed
- ▶ Privacy concerns if road charging location data are used in conjunction with other technologies
- ▶ Public agency, including law enforcement, and private entity access to data related to road charging, pursuant to Article I Section 1 of the California Constitution





BRIEFING BOOK FOR TAC MEETING #2

SB 1077 also provides design parameters to CalSTA that the TAC may find useful

CalSTA must consider the following in implementing the pilot. The consultants believe these items will be instructive for the TAC to consider in developing pilot design recommendations:

- ▶ Analyze alternative means of collecting road use data, including at least one alternative that must not rely on electronic vehicle location data
- ▶ Collect a minimum amount of personal information including location data
- ▶ Ensure that processes for collecting, managing, storing, transmitting, and destroying data are in place to safeguard data integrity and privacy
- ▶ Do not disclose data except under statutorily specified circumstances

CalSTA must report back to the TAC and legislative committees with a discussion of the following issues related to the pilot program. The consultants believe these items will be instructive for the TAC to consider in development of evaluation criteria:

- ▶ Cost
- ▶ Privacy
- ▶ Jurisdictional issues
- ▶ Feasibility
- ▶ Complexity
- ▶ Acceptance
- ▶ Use of revenues
- ▶ Security and compliance, including processes to minimize evasion and fraud
- ▶ Data collection technology
- ▶ Other driver services
- ▶ Implementation issues





BRIEFING BOOK FOR TAC MEETING #2

To summarize, the TAC will collect input from staff and consultants as well as from the public

Input from staff and consultants on road charging methods

- ▶ Policy lessons learned from around the globe
- ▶ Ongoing analysis of policy issues and concerns
- ▶ Special policy topics (e.g., privacy, rural driver impacts, relationship to other policy areas)
- ▶ Development of operational concepts
- ▶ Identification of technology requirements
- ▶ Business case analysis (costs of collection)
- ▶ Study of organizational design implications
- ▶ Risk analysis
- ▶ Analysis of pilot procurement alternatives

Input from the California public on road charging attitudes and beliefs

- ▶ Telephone surveys of public views
- ▶ Focus groups (public engagement sessions)
- ▶ Public comment at TAC meetings
- ▶ Outreach to general public and stakeholder groups
- ▶ Media monitoring
- ▶ Social media monitoring
- ▶ Web-based feedback from constituents
- ▶ Feedback from TAC member conversations with constituents
- ▶ Town hall events





BRIEFING BOOK FOR TAC MEETING #2

A distinction must be made between pilot design parameters and evaluation criteria

<u>EXAMPLE PILOT DESIGN PARAMETERS</u>	<u>EXAMPLE EVALUATION CRITERIA FOR EACH PARAMETER</u>
How many reporting methods? (SB 1077 requires >1)	Acceptance, ease & cost to administer
How many non-location reporting methods? (≥1)	Acceptance
Personal data to collect?	Type and amount of personal data collected
Which process(es) to safeguard data?	Security of methods, ease of re-identifying personal & location data
Which reporting methods to use?	Availability, adaptability, reliability, ease & cost to comply
Which billing methods to use?	Availability, adaptability, reliability
Which methods of collecting payment?	Availability, adaptability, reliability
Which mechanisms for enforcement?	Compliance (level of evasion/fraud), ease & cost to administer
Involve commercial account managers?	Acceptance, ease & cost to administer, access to data
Location and distribution of participants?	Acceptance, consultation with vehicle users
Type of participants/vehicles to include?	Acceptance, revenue collected
Level of involvement by agencies?	Ease & cost to administer, agency access to personal data
Will collected revenues be consistent with cost to administer?	Ease & cost to administer, appropriateness of revenue uses
Test road charging for visitors to the state?	Ease & cost to administer, jurisdictional issues, complexity
How to safeguard personally identifiable information?	Type and amount of personal data collected





BRIEFING BOOK FOR TAC MEETING #2

In deciding pilot design parameters and evaluation criteria, we recommend that the TAC consider policy questions

The questions below are intended to illustrate the range and types of policy questions that commonly arise in studying and testing road charging programs. We recommend that the TAC think about these questions when considering design parameters and evaluation criteria for the pilot. The TAC's recommendations will influence whether and to what extent the state will be able to address the following questions through the pilot process:

- ▶ How should road charges be enforced?
- ▶ Should rates differ by vehicle type (e.g., weight, engine size, MPG)?
- ▶ Will there be unique impacts on rural drivers?
- ▶ What payment options should motorists have?
- ▶ What are the various agencies' roles?
- ▶ Should California address road charging interoperability with other states and if so how?
- ▶ What evaluation criteria and process should be used to evaluate the success of a road charging pilot?
- ▶ Should the road charging system be entirely state-run or should private account managers be allowed?
- ▶ Should standards be applied to vendor technology or systems? If so, which ones?
- ▶ How should technology or systems be certified?
- ▶ Will private account managers be regulated?
- ▶ What privacy protection requirements should the system include?
- ▶ How should personally identifiable information be protected?
- ▶ What data security requirements should the system include?
- ▶ How should privacy and data security requirements be enforced?
- ▶ Should road charging use open or closed systems?
- ▶ Should reporting technologies require location capability or not?
- ▶ Should both non-electronic and electronic options for road use reporting be offered?
- ▶ If private account managers are allowed, should there be a government-provided technology option?



**BRIEFING BOOK FOR TAC MEETING #2****The remainder of this section provides a cursory view of key considerations of each policy question for the TAC to consider in developing pilot design parameters and evaluation criteria**

The purpose of the next 19 slides is not to resolve policy questions. Rather, the purpose is to provide the TAC with the following:

- ▶ An appreciation of the breadth of questions that surround road charging
- ▶ An understanding of how such questions have been dealt with in other contexts both in the U.S. and abroad
- ▶ Awareness of the interdependencies between some of the open questions

The pages that follow detail some of the issues that commonly arise when states and countries have debated road charging as a potential policy. In this briefing book, we only focus on those issues most pressing for the TAC's immediate work. This section considers each issue one at a time, drawing on the experiences, deliberations, and decisions of other jurisdictions when appropriate.





BRIEFING BOOK FOR TAC MEETING #2

How should road charges be enforced?

Why this question is important

- ▶ Enforcement is any effort to deter evasion and encourage compliance. Any tax regime requires some level of enforcement. Visible enforcement ensures a level of voluntary compliance.

Relevant lessons learned

- ▶ Enforcement programs should be comprehensive and intelligent. Enforcement is not only about detecting violations (cases of non-payment or underpayment of the road charge, whether fraudulent or inadvertent), but also notifying individuals responsible for the nonpayment or underpayment of any tax or penalty, and collecting any fines associated with the penalty.
- ▶ There are two main components of road charging enforcement:
 - ▶ The first component is to verify that all vehicles subject to road charges are recorded as charge-liable by the responsible agency, e.g., with the help of the vehicle registry.
 - ▶ The second component involves detecting attempts by individuals to defraud the system by misusing or hacking mileage reporting devices or vehicle odometers.
- ▶ In addition, it may be necessary to tighten administrative procedures around vehicle registration and titling, including any legally required odometer disclosures and timely registration upon moving to California.





BRIEFING BOOK FOR TAC MEETING #2

Should rates differ by vehicle type (e.g., weight, emissions)?

Why this question is important

- ▶ No two vehicles are identical, so some people may suggest creating charging schemes that differentiate road charges based on vehicle characteristics such as weight, engine size, MPG, emissions, or other factors.
- ▶ These are all dimensions of rate setting that can turn a simple policy into a complicated one.
- ▶ Fortunately, most of them can be readily incorporated into a pilot test.

Relevant lessons learned

- ▶ This is one of the thorniest, most controversial policy questions related to road charging.
- ▶ When heavy vehicles are included in the road charge, it seems very logical to assign different rates to heavy vehicles based on weight, because the amount of roadway wear and tear caused by different vehicle weights varies so widely.
- ▶ Light vehicles, on the other hand, tend to cause similar amounts of roadway wear and tear with respect to each other, so differential rates are not justifiable on that basis. For that reason, Oregon chose to assign one per-mile rate to all light vehicles.
- ▶ Rates may be assigned for reasons other than to cover the cost of roadway wear and tear. For example, rates may be charged to discourage consumption of fuel and emissions.
- ▶ Rate setting algorithms work best when based on vehicle characteristics that can be easily captured in the state's vehicle registry.



**BRIEFING BOOK FOR TAC MEETING #2****Will there be unique impacts on rural drivers?****Why this question is important**

- ▶ The concept of road charging commonly elicits a reaction that it is punitive to rural drivers. Given the large number of rural and agricultural Californians, it will be important to address this concern.

Relevant lessons learned

- ▶ Many people feel that because rural residents tend to drive longer distances each trip they take, they will end up being harmed by a road charge. However, few people readily appreciate that the gas tax also is more costly to those who drive more. Moreover, the effective per-mile rate of the gas tax is a function of fuel economy, with less fuel-efficient vehicles such as farm trucks and pickups paying more per mile than sedans and compact cars.
- ▶ An analysis of the Oregon vehicle registry demonstrated that rural residents tend to drive less fuel-efficient vehicles than urban residents. In that case, changing from a fuel tax to a road charge would be net positive for rural residents. In addition, Oregon found that there was no substantial difference between the amounts of driving by rural residents vs. urban residents: rural residents took longer trips, but less frequently.
- ▶ In Washington State, a survey panel analysis conducted determined that there is no significant difference in fuel efficiency between urban and rural drivers in that state, but that rural residents tend to drive more than urban residents. Under a road charge, rural drivers would save approximately \$2 per month relative to gas taxes, while urban drivers would pay approximately \$4 more.





BRIEFING BOOK FOR TAC MEETING #2

What payment options should motorists have?

Why this question is important

- ▶ Motorists may be more likely to accept a road charge if they can choose how to pay for it in a way that is convenient to them.

Relevant lessons learned

- ▶ In Oregon, a study concluded that users want not only choice of reporting method, but also of payment method.
- ▶ Online account holders will want credit/debit card and ACH/bank transfer options.
- ▶ Payment by mail/check should also be possible for those who do not have a credit/debit card or do not use online services at all.
- ▶ In case of a mandatory road charge program, cash payment may be necessary to support individuals who do not have bank accounts. According to a 2012 study by the Federal Deposit Insurance Corporation (FDIC), 7.8% of California households do not have a checking or savings account.¹

¹ 2012. Federal Deposit Insurance Corporation (FDIC). *National Survey of Unbanked and Underbanked Households*.



**BRIEFING BOOK FOR TAC MEETING #2****What are the various agencies' roles?****Why this question is important**

- ▶ Department of Motor Vehicles (DMV), CalSTA, Caltrans, CTC, and the Board of Equalization (BOE) are all California government agencies that will have some role in implementing a road charge, and the precise roles will need to be determined before any potential future road charge program could be implemented.
- ▶ A pilot test offers the opportunity to simulate the actual implementation and to gather lessons learned for the final organizational design.

Relevant lessons learned

- ▶ The administration for the new road charge will reside within one or more state agencies.
- ▶ DMV will almost certainly be involved, due to the need for the motor vehicle database as means of identifying vehicles liable for the road charge and the names and addresses of vehicle owners.
- ▶ CalSTA, Caltrans, CTC, and BOE also are likely to be involved with varying roles.
- ▶ The precise role of each agency is a question that should be approached gradually, thoughtfully, taking into account the unique strengths of each agency.
- ▶ The pilot project is an excellent opportunity to trial the agency roles.



**BRIEFING BOOK FOR TAC MEETING #2**

Should California address road charging interoperability with other states and, if so, how?

Why this question is important

- ▶ Oregon already has a road charging program, and other states are actively looking into the possibility of implementing one.
- ▶ It could be desirable that devices used to pay road charges in the various states also support payment in neighboring states with a road charge.
- ▶ It may also be desirable to study and begin developing multi-state agreements regarding charging for travel across multiple jurisdictions.

Relevant lessons learned

- ▶ The Western Road Usage Charge Consortium (WRUCC), of which California is one of 11 members, is already investigating how to achieve interoperability and how to transfer funds among various states within the consortium.
- ▶ There are existing models for funds transfers within a consortium including the International Fuel Tax Agreement (IFTA) and the International Registration Program (IRP), which provide multi-jurisdictional reconciliation of fuel taxes and registration fees for heavy trucks, respectively.
- ▶ There are existing models for interstate road use sticker programs. The California DMV requires nonresident employees who travel frequently into California from border areas of Nevada and Arizona to purchase a registration sticker. In parts of Europe, “vignette” (sticker) programs are in place for light and heavy vehicles, requiring the pre-payment of road taxes through the purchase and display of a permit authorizing travel for a fixed period of time.



**BRIEFING BOOK FOR TAC MEETING #2**

What evaluation criteria and processes should be used to evaluate the success of a road charging pilot or program?

Why this question is important

- ▶ To assure the public and the government that the road charge program is operating well (efficiently, fairly, etc.) the TAC may establish a process by which the program can be evaluated, and criteria chosen upon which the program will be evaluated.

Relevant lessons learned

- ▶ The evaluation process begins with the selection of criteria upon which the program will be evaluated (e.g., revenue generation efficiency, public acceptance). Each criterion is measured with a value called a metric (e.g., revenue divided by cost, change in public acceptance, etc.). Each metric has a unique process for measurement, typically involving computation of a value called an indicator from raw data.
- ▶ Raw data may be numerical observations from technical field trials; or it may be monetary (cost or revenue) data; or it may be public opinion survey / focus group data.
- ▶ For the sake of efficiency and consistency, it is typically desirable for any pilot program to be evaluated according to the process designed for evaluating the pilot while it was in live operations, so that the evaluation process itself can be refined.



**BRIEFING BOOK FOR TAC MEETING #2****Should the road charging system be entirely state-run, or should commercial account managers be allowed?****Why this question is important**

- ▶ Commercial account managers have the potential to reduce the overall cost of the road charging system, increase technical innovation, and reduce technical risk to the state.

Relevant lessons learned

- ▶ Oregon has set up a system of “Commercial Account Managers” – private companies that provide hardware, invoicing, bill payment, and account management services for participants in their road charging program.
- ▶ These companies compete for users who choose a distance measurement device as their method of payment reporting. They could offer value added services, such as pay-as-you-drive insurance, to customers. They could, potentially, also charge a small fee for their account management service.
- ▶ To function properly, a private market for collection of road charges requires regulation of service providers, including certification of systems and technology, but companies would be allowed to compete for and have direct relationships with motorists.
- ▶ Commercial account managers have proven in other contexts to reduce the cost of program administration, the technical risk for the administering agency, and the cost of compliance for taxpayers.





BRIEFING BOOK FOR TAC MEETING #2

Should standards be employed for any vendor technology or systems? If so, which ones?

Why this question is important

- ▶ If the road charging system is to remain “open” – available for all potential private equipment or services vendors to support—then private companies servicing the road charging program will need to design and manufacture their equipment according to common, open technical standards.
- ▶ Lacking standards, vendors would use their own private and possibly proprietary technology, which would make the system closed, and potentially locking taxpayers in to particular technology solutions and providers.

Relevant lessons learned

- ▶ In a closed system, opportunities for new entrants are minimized, and technical innovation and price competition suffer.
- ▶ In the tolling industry, closed systems mean that various tolling agencies are compelled to purchase equipment from the same vendor each time they need to upgrade systems, regardless of the quality or price.
- ▶ Standards would specify certain communications formats, such as how mileage information is transmitted.
- ▶ Standards could also govern the performance of equipment, security measures, etc.





BRIEFING BOOK FOR TAC MEETING #2

How should technology or systems be certified?

Why this question is important

- ▶ Certification is the means by which the state agency administering the road charge verifies that a private vendor's products or services comply with the relevant standards and rules.
- ▶ Certification is also the method by which the state agency guarantees to the public that all equipment or services in the system provided by private vendors perform with sufficient accuracy and reliability to merit collecting the road charge.

Relevant lessons learned

- ▶ State agencies often lack the technical background and resources needed to act as certification agents.
- ▶ Self-certification may be a sufficiently rigorous process for the start of a system—so long as all self-certification documents and results are thoroughly audited by the state.
- ▶ When a certification program grows large, having a third party private certification agent guarantees consistency of results.
- ▶ Both private organizations and universities may act as third party certification agents.





BRIEFING BOOK FOR TAC MEETING #2

Will commercial account managers be regulated?

Why this question is important

- ▶ To guarantee that the private vendors provide a minimum level of service acceptable to the state, the state may wish to regulate some aspects of competition among vendors.

Relevant lessons learned

- ▶ The state may require that commercial account managers meet certain minimum financial stability requirements.
- ▶ The state may require that road charge account data be stored in a format that would make it straightforward for another company to take over, in case the first company failed or the motorist chooses to switch account managers.
- ▶ Similarly, the state may wish to set a maximum amount that commercial account managers may charge customers for road charging services. However, the state should not limit pricing on other services that the vendors may offer customers.





BRIEFING BOOK FOR TAC MEETING #2

What privacy protection requirements should the system include?

Why this question is important

- ▶ Privacy concerns are among the most commonly cited concerns with a road charging program.

Relevant lessons learned

- ▶ One important privacy protection measure is make the use of location-based devices (devices that include GPS) optional, so that those who do not wish their location ever to be recorded may have that be the case.
- ▶ Another measure is to prevent exact locations from ever being stored. In Oregon, for example, devices aggregate miles traveled into “buckets” including miles traveled in state, miles traveled in other states, and miles traveled on private roads, without ever record specific locations.
- ▶ Another measure is to have strict data retention and handling requirements clearly defined in the legislation that creates the road charge. In Oregon, for example, data may not be retained for more than 30 days after a given billing cycle, except when billing is disputed.





BRIEFING BOOK FOR TAC MEETING #2

How should personally identifiable information be protected?

Why this question is important

- ▶ Personally Identifiable Information (PII), such as name, address, phone number, and e-mail address, is very sensitive and must be handled appropriately.

Relevant lessons learned

- ▶ All account management entities, public and private, will have access to users' PII.
- ▶ Rules for dealing with PII will need to be established in a road charge program. All account managers should be required to abide by these rules for handling and, when necessary, of communicating PII.
- ▶ Such rules should include only allowing access to PII for authorized users, requiring appropriate background screening of all authorized users, and recording of all access to such information and archiving such records for a defined period of time.





BRIEFING BOOK FOR TAC MEETING #2

What data security requirements should the system include?

Why this question is important

- ▶ Having strict data security measures will be vital for the success of a road charge system.

Relevant lessons learned

- ▶ Data security practices should include using certain data encryption standards, requiring password authentication of all data users, and only allowing authorized users to access certain information.
- ▶ Such measures should apply to all account managers, as well as to any state systems that deal with a road usage charge.
- ▶ Such measures should be well documented and made publicly available to reassure the public of their data's security.





BRIEFING BOOK FOR TAC MEETING #2

How should privacy and data security requirements be enforced?

Why this question is important

- ▶ Enforcement measures are needed to ensure that the entire system is compliant with privacy and data security standards.

Relevant lessons learned

- ▶ Fines and penalties can be assessed against offenders.
- ▶ Fines may increase per instance of violation.
- ▶ In the case of a commercial account provider, an effective deterrent is to make a certain number of violations grounds for contract termination.





BRIEFING BOOK FOR TAC MEETING #2

Should road charging use open or closed systems?

Why this question is important

- ▶ Deciding whether the road charge system will be open or closed may sound like a technical detail, but it is a fundamental policy choice with far reaching impacts on system cost, adaptability, customer friendliness, state agency procurement flexibility, and resources devoted to developing standardized interfaces.

Relevant lessons learned

- ▶ Open Systems require common standards. Examples include Unix computer operating system, and mobile telephone networks (i.e., roaming).
- ▶ Examples of closed systems are based on proprietary standards. Examples include Apple computer operating system and road tolling systems in the U.S.
- ▶ Open systems tend to be more customer friendly, lower cost, and adaptable to latest technologies.
- ▶ Open systems require the state agency to develop common standards and interfaces between the interchangeable pieces of the system, whereas closed systems require the agency to specify the entire system.



**BRIEFING BOOK FOR TAC MEETING #2****Should reporting technologies require location capability or not?****Why this question is important**

- ▶ Some early and unsuccessful formulations of road charging are based on the notion that every charge should be based on location, which requires the motorist to have GPS technology capable of recording his or her location and calculating charges on that basis. The most important step forward in road charging policy in the U.S. in the past decade has been the recognition, led by Oregon, that GPS is not required. In SB 1077, California has reaffirmed this principle. In addition to a series of privacy protection and data security requirements, the law states that the road charging pilot program shall “analyze alternative means of collecting road usage data, including at least one alternative that does not rely on electronic vehicle location data.”

Relevant lessons learned

- ▶ Non-location based technologies simply calculate or aggregate distance driven and report the aggregate mileage traveled by a vehicle. This can be done by odometers, add-on devices that use sensors to measure (or compute) distance traveled without detecting location, or sensors built into the vehicle that measure distance using dead reckoning or other similar techniques.
- ▶ Given the proliferation of accurate non-location-based measurement methods, it is not necessary to mandate GPS.





BRIEFING BOOK FOR TAC MEETING #2

Should both electronic and non-electronic options for road use reporting be offered?

Why this question is important

- ▶ In providing “user choice,” a range of options should be considered. These break down to electronic and non-electronic categories of options for taxpayers to choose based on their individual preferences.

Relevant lessons learned

- ▶ Electronic options are those dealing with some form of technology to read and report distance traveled from the vehicle in automated fashion. They range from devices that plug into the vehicle data port to onboard GPS devices to in-vehicle sensors paired to a smartphone.
- ▶ Non-electronic options are those that do not use any technology. They can be:
 - ▶ A flat fee paid to cover some default mileage amount
 - ▶ A paper based system of pre-purchasing miles in mileage blocks
 - ▶ Manual reading of the vehicle odometer by an authorized agent at periodic intervals
 - ▶ Self-reporting of the odometer reading coupled with periodic verification by authorized agents
- ▶ “Simple” and “desirable” are in the eye of the beholder. Some motorists will prefer highly automated options, while others will prefer manual approaches.
- ▶ There is a tradeoff between cost and user acceptance—manual options are typically desirable to satisfy some segment of the public, but they do tend to add to costs.





BRIEFING BOOK FOR TAC MEETING #2

If private account managers are allowed, should there be a government-provided technology option?

Why this question is important

- ▶ Technology options such as distance measurement devices may be effectively offered by private industry, so it may be unnecessary for a state agency to offer this as well.
- ▶ However, some individuals may wish to do business with the state instead of a private company. The state could elect to provide technology options to such individuals.

Relevant lessons learned

- ▶ In the Oregon program, the absence of a manual or paper-based option means that all road charging program participants must use a technology option. Some individuals may not be eligible or willing to accept the terms of the available commercial account managers. (Oregon chose to provide a government technology alternative for such individuals).
- ▶ The presence of a state-offered technology option is a disincentive for the participation of private companies, since they are then competing with the state. Oregon chose to support only basic (non-location-based) distance reporting devices without value-added services as a state-offered technology option to reduce the level of competition with commercial providers.
- ▶ In Washington State, the steering committee has not made a final decision on whether to utilize commercial account managers in the road charging program, but they have noted that if they are allowed, there would be no need for the state to provide a technology option, since the state is offering paper-based/manual options.

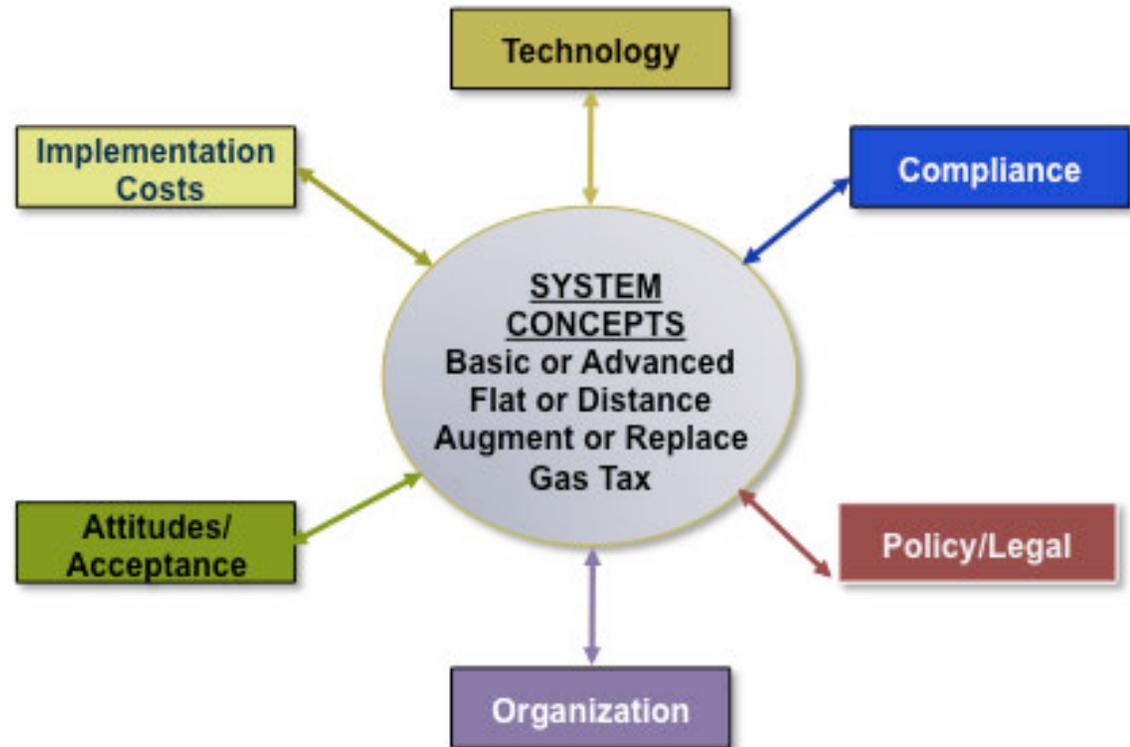




BRIEFING BOOK FOR TAC MEETING #2

Road charging represents a major shift in how we fund roads and bridges

Road charging is a transformational concept. It requires policy, technology, design, and business innovation. It involves the change management of highly interdependent systems—interdependencies that are familiar and recognized by California transportation agencies and the public alike. To improve one aspect of the system without considering these interdependencies may produce unexpected and unwelcome side effects in other quarters of the system. The establishment of any road charging system is complex, ambiguous, and not well suited to the straightforward engineering progression from defining goals through designing and engineering solutions, to manufacturing/procurement of products, and system integration and deployment. We hope this section on policy questions has helped increase awareness of the many interconnected issues at play in recommending pilot design parameters and evaluation criteria.





SECTION 3

GLOBAL EVOLUTION OF ROAD CHARGING POLICY

(To be discussed with Item 8 on February agenda)



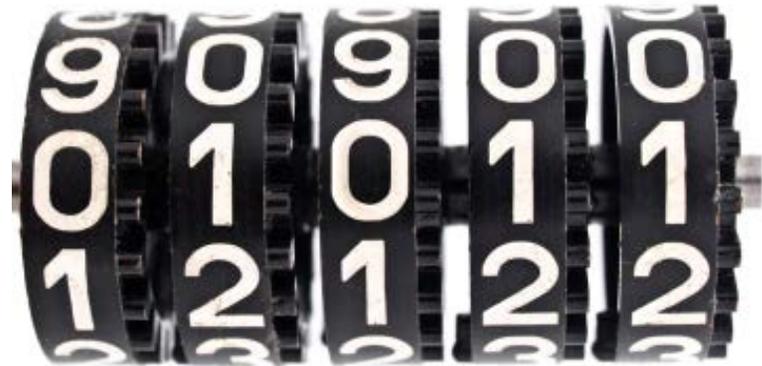


BRIEFING BOOK FOR TAC MEETING #2

Experience with implementation of road charging on passenger cars is limited

Though studied extensively, both by academics and by practitioners, implementation of road charging has been limited to the following examples worldwide:

- ▶ **New Zealand.** All diesel and other alternative fuel vehicles have been subject to road charges since 1978 using a paper-based licensing scheme in which motorists pre-purchase blocks of kilometers.
- ▶ **Europe.** Several European nations use vignettes (stickers) that allow foreign motorists access to motorways for a designated period of time (a few days to a year).
- ▶ **Oregon.** Following over a decade of study and two pilot tests, Oregon is moving forward with an operational road charging system that will launch in July 2015, initially for 5,000 volunteer motorists, but with expectations to expand the program to include mandatory vehicles in the future.





BRIEFING BOOK FOR TAC MEETING #2

New Zealand: The largest and longest lived example of road charging for light vehicles

1978 Startup: In 1978, New Zealand introduced a road charge (known in New Zealand as RUC) on all non-gasoline vehicles as well as any vehicles over 3.5 metric tons. A paper-based scheme was adopted that uses windshield-mounted sticker licenses. At the time of adoption, the number of non-gasoline passenger cars was negligible. Today, there are about 550,000 diesel cars subject to road charges. Compliance is enforced at roadside against odometer readings, through annual safety inspections, and using a robust audit program. Police have authority to ticket motorists whose licenses are not current. Because New Zealand is an island nation, cross-border travel is not an issue.



2008 Update: In 2008, government commissioned an independent review to provide recommendations on updating policies and technologies associated with road charges. The following passage punctuates their findings: *“A good charging system should not be discarded in the pursuit of a perfect system. The policy aim should be for a system that accomplishes as many and as much of the objectives as possible at low cost and, from a dynamic perspective, is not so complicated that different parties are constantly tempted to chip away at various components and undermine it.”*

2009 Private Sector Agents: The government certifies private sector agents to handle license sales and fee collection for motorists, some of whom use electronic methods to replace paper licenses.





BRIEFING BOOK FOR TAC MEETING #2

Europe (continued): vignette pricing, volumes, and operational costs vary from country to country

COUNTRY	SYSTEM	NETWORK CHARGED	ANNUAL GROSS REVENUE (US \$ MILLIONS)	NUMBER OF UNITS SOLD	TOTAL OPERATING COSTS (US \$ MILLIONS)	COST AS A % OF REVENUE
Austria	Sticker	Motorway / expressways	\$494	21.2	\$7.2	1.5%
Bulgaria	Sticker	All national roads	\$20	N.A.	N.A.	N.A.
Czech R.	Sticker	Motorways / highways	\$167	4.8	\$17.0	10.2%
Hungary	Electronic	Motorways only	\$127	13.1	\$19.7	15.5%
Romania	Electronic	All main roads	\$114	5.7	\$6.4	5.6%
Slovakia	Sticker	Motorways / highways	\$47	3.3	\$0.3	0.6%
Slovenia	Sticker	Motorways / expressways	\$164	3.8	\$9.1	5.6%
Switzerland	Sticker	Motorways only	N.A.	N.A.	N.A.	N.A.





BRIEFING BOOK FOR TAC MEETING #2

Oregon: The first U.S. jurisdiction to implement road charging for cars, with a statewide program set to launch in July, 2015



Oregon has been a pioneer in transportation funding as the first state to implement a gas tax (1919), weight-mile tax (1925), and road charges for passenger cars (2015). Passenger vehicle road charging exploration began in 2001 with the legislature’s creation of the Road User Fee Task Force (RUFTF), which oversaw a study of revenue alternatives, resulting in the recommendation to pursue road charges through pilot testing.

Oregon’s first pilot (2006-2007) was a technical success but a policy failure. It featured a “pay at the pump” model, using an in-vehicle device to record mileage with GPS and communicate data to the point-of-sale system at fueling stations. At fueling, participants received a mock receipt showing gas tax credits and mileage fees due. The reliance on a single GPS-based device created public concerns about privacy, and the emergence of all-electric and plug-in hybrid vehicles raised doubts that a pay-at-the-pump model could keep up with a vehicle fleet trending away from fossil fuels.



Oregon’s second pilot (2012-2013) was both a technical and policy success. After several years of policy development and R&D, the second pilot demonstrated user choice, open systems, commercial account management, and no GPS mandate.



Following the success of the second pilot, the Oregon legislature passed SB 810, enabling legislation to create the nation’s first permanently operational road charge program, populated initially by 5,000 volunteer motorists. One government-run account manager and two commercial account managers have been announced, with others likely to provide services for the program in the future.





BRIEFING BOOK FOR TAC MEETING #2

As with light vehicles, there are only a few examples of distance-based heavy vehicle road charging

- ▶ **New Zealand.** All vehicles over 3.5 tons are subject to road charges based on weight and distance traveled, enforced using prepaid window licenses or, more recently, electronic compliance systems.
- ▶ **Europe.** Several European nations require trucks to pay weight-distance charges for use of motorway networks.
- ▶ **North America.** Four states have weight-mile taxes (Oregon, Kentucky, New York, and New Mexico). These taxes rely on self-reporting and roadside enforcement, although Oregon recently certified an electronic compliance service provider. In addition, the lower 48 states and 10 Canadian provinces require all interstate truck operators to report all miles traveled by jurisdiction quarterly in order to apportion diesel taxes and registration fees based on actual mileage traveled in each jurisdiction. These schemes are known as the International Fuel Tax Agreement (IFTA) and International Registration Plan (IRP), respectively.



**BRIEFING BOOK FOR TAC MEETING #2****Many other road charging studies and proposals have not resulted in implementation to date; as much or more can be learned from these examples as from implemented programs****International**

- ▶ **United Kingdom.** Dating back half a century, the UK has studied various forms of national road pricing but not yet implemented any outside the London Congestion Charge. Today it is considering a proposal for national truck charging.
- ▶ **Netherlands.** Over a period of two decades, the Netherlands considered a variety of approaches to simplify its many vehicle- and driver-based taxes into a single distance-based charge. To date, none of these proposals has been implemented.
- ▶ **Australia.** Beginning with the Henry Tax Review, published in 2010 and continuing through the present day, Australia has examined the possibility of transforming transportation funding by implementing road charging and simplifying or eliminating a host of other taxes and fees.

Domestic

- ▶ **University of Iowa (2009-2010)** tested user experience with GPS technology for tracking and road usage charging.
- ▶ **Nevada DOT (2009-2012)** studied public views of various road charging concepts.
- ▶ **I-95 Corridor Coalition (2012)** developed a Concept of Operations for multi-state charging.
- ▶ **Minnesota (2010-2011)** studied, developed concepts, conducted outreach, and pilot tested road charging using onboard vehicle technology and smartphones.
- ▶ **Washington State (2012-2015)** formed a Steering Committee to develop operational concepts and examine the business case for road charging. The Legislature is now weighing next steps, which include examining proposed methods through a pilot test.



**BRIEFING BOOK FOR TAC MEETING #2****United Kingdom: Over half a century of study, but no road charging implementation outside of London's congestion charge**

1964: Smeed Report. The UK Ministry of Transport's study of road revenue alternatives was among the earliest to recommend national zone charging, with prices varying by location, time, and vehicle type. Prices would reflect road costs, congestion, and environmental impacts, along with in-vehicle meters and payment devices. Proposals were abandoned in 1970 with a change in government.



Mid 1990s-Present: Lorry charging. In the mid-1990s, the Conservative government endorsed road charging, but since then, nothing has been implemented due to objections of stakeholder groups, changes in policy direction, and bundling truck charges with other transport policies.

2004: Road pricing feasibility study. In 2004, a national steering committee produced a report providing guidelines for studying, designing, and proposing road pricing schemes, following the successful imposition of congestion charging in 2003 in Central London.

2005: Lorry Road Charging merged with National Road Pricing. This resulted from some of the recommendations of the feasibility study.

2007-2008: Efforts abandoned: Owing in part to a petition, the government abandoned the national lorry charging proposal. Critics questioned privacy and cost aspects of the plan, which envisioned "time-distance-place" pricing involving complicated algorithms and GPS devices in every truck.

2010-Present: Lorry charging re-emerges. The political acceptability of lorry charging recently resurged. Truckers now favor the scheme as a method of leveling the playing field with foreign trucks that purchase lesser-taxed fuel in Europe and use UK roads. A scheme must comply with EU vignette rules.



**BRIEFING BOOK FOR TAC MEETING #2**

The Netherlands: Many road charging program experiments, but no implementation to date

The Netherlands funds its roads from sales taxes, fuel taxes, and annual operating taxes based on vehicle weight and fuel consumption. Road pricing and road usage charging proposals have been made six times since 1988, but none of them were ultimately implemented.

1988: Rekening Rijden I. Proposed distance-based road charge system.

1992: Spitsvignet. Proposed peak period charges in urban areas.

1994: Rekening Rijden II. Proposed AM peak period cordon charges around four cities: Amsterdam, Rotterdam, The Hague, and Utrecht.

1999: Spitstarief. Proposed cordon pricing with access point tollbooths in the Randstad conurbation.

2001: Kilometerheffing. Proposed a distance-based road charge system.

2005: Anders Betalen voor Mobiliteit (ABvM). “Paying Differently for Mobility” was proposed to simplify the many taxes paid by motorists into a single distance-based charge. Secondary objectives included reducing travel times, improving reliability, and supporting efficient distribution of economic activity. The government’s Mobility Policy Document to 2020, published in September 2005, stated: “The cabinet considers the introduction of a kilometer fee in combination with a reduction in road taxes to be a workable alternative... The state will take all steps needed to introduce a system for levying a ‘fast-track fee’. The proceeds will be used to expedite the resolution of existing bottlenecks.”



The Netherlands did not implement any of these programs.



**BRIEFING BOOK FOR TAC MEETING #2**

The Netherlands: Progress on implementing road charging programs stalled primarily due to conflicting policy objectives

The core purpose of the Netherlands' road charge proposals was to reorganize an existing hodgepodge of taxes to be simpler and more cost-effective. However, the stated objectives included all of the following:

- ▶ Replacing the current tax regime to be simpler for users while maintaining the same net revenues
- ▶ Reducing congestion
- ▶ Improving air quality
- ▶ Addressing climate change
- ▶ Sustaining economic growth

In a post-mortem review, the Dutch government cited reasons for the failure of the proposals:

- ▶ KISS – “Keep It Simple Stupid.” Despite the objective of simplicity, the road charging policy had too many objectives, making it a target for opposition. Proponents lost focus on the primary objectives as originally stated, which included the following:
 - ▶ Pay for roads in a direct way based on usage rather than ownership
 - ▶ Keep net revenues neutral with the existing tax regime
 - ▶ Dedicate revenues to the transportation sector
- ▶ Detractors exploited weaknesses in the complex proposals to damage public relations.
- ▶ A technology-centric approach led to reliance solely on GPS-based measurement alternatives as the only option for deployment because of the multi-faceted objectives sought by the program.



**BRIEFING BOOK FOR TAC MEETING #2****Australia: nearly a decade of analysis and policy development moving toward road charging for light vehicles**

Australia has been addressing road charging for the past decade, but recent years have seen growing momentum. Like the U.S., Australia collects federal fuel taxes, a portion of which is returned to the states. States supplement federal funds with local sources of transportation revenue such as vehicle registration fees, tolling, and parking revenues.



The possible transition to a road charge system is marked by the following major recent milestones:

- ▶ In 2008, a federal commission headed by the Treasury studied all Australian taxes in an effort to simplify the nation's tax policies. The commission recommended transportation taxes be reformed to “[give] individuals a clear signal about the cost of infrastructure, [so] they will have an incentive to use it efficiently.”
- ▶ The commission, known as the Henry Tax Review, published a report in 2010 identifying the consolidation of all motor vehicle related taxes into a single, unified road charge using distance traveled as the most promising policy.
- ▶ In 2014, the Australian Productivity Commission identified decline in fuel tax revenue alongside growth in road use and costs of construction as a further impetus for policy reform. Their report calls on governments to undertake pilot studies of road charging for light vehicles, using telematics, with revenues dedicated to road spending.



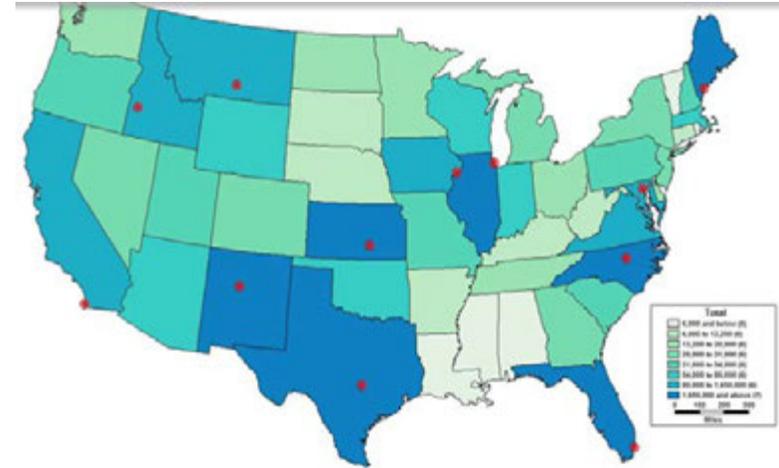


BRIEFING BOOK FOR TAC MEETING #2

University of Iowa: Nationwide field trials (2008-2010)

Professors David Forkenbrock and Paul Hanley at the University of Iowa published groundbreaking road charge policy studies in the early 2000s. Later the University received a federal grant to run a major field trial of a road usage charge.

- ▶ 2 years (2008-2010)
- ▶ 2,650 participants from 12 different regions
- ▶ GPS-based on-board unit, recorded total miles driven in each state by participants
- ▶ Per-mile charges varied by state / municipality and vehicle class as follows:
 - ▶ There were 20 vehicle classes. Differences between classes were based on EPA fuel consumption and emissions data.
 - ▶ Charges ranged from 0.33 cents to 2.19 cents per mile (\$0.0033-0.0219).



Throughout the trial, researchers surveyed participants on their opinions of the system. They found that participants’ opinion of the system improved over time. In general, those who were initially undecided or neutral towards the system became favorably disposed towards it.

TIME OF SURVEY	OPINION OF ROAD USAGE CHARGING		
	FAVORABLE	NEUTRAL	UNFAVORABLE
Pre-trial	42%	41%	17%
Post-trial	70%	11%	19%





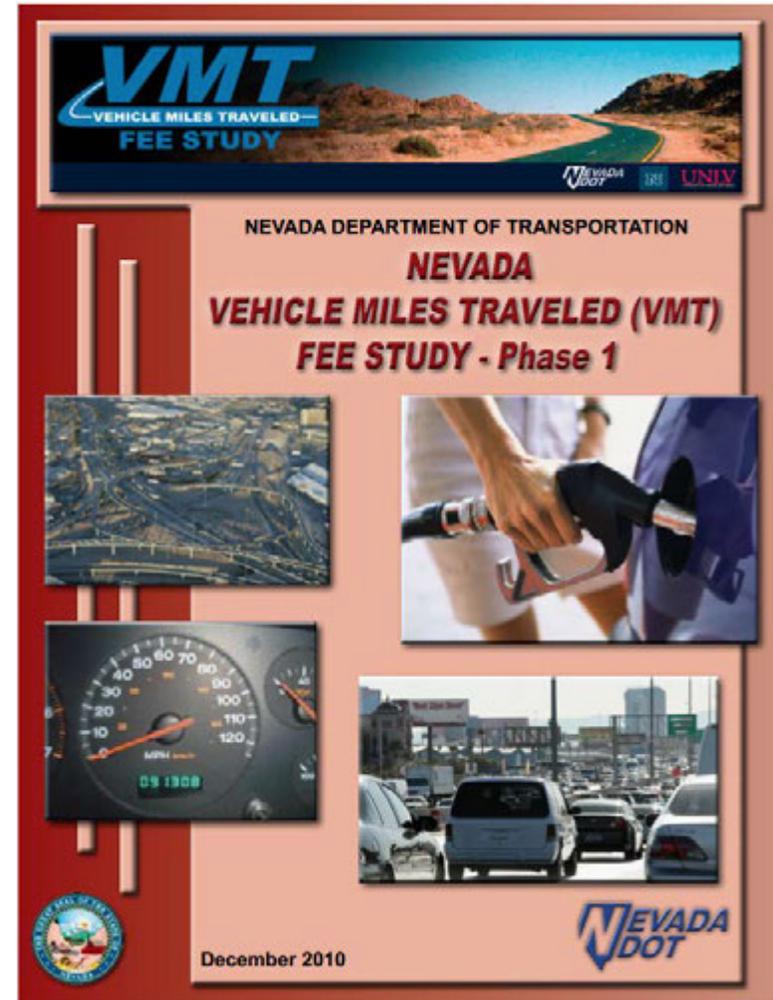
BRIEFING BOOK FOR TAC MEETING #2

Nevada: Vehicle Miles Traveled Fee Study (2009-2012)

Since 2009, the Nevada Department of Transportation (DOT) has investigated road charges as a possible way to shore up sinking gas tax revenues. In the first phase of the trial, Nevada DOT performed a policy study and held two large public meetings. The meetings showed that there was great public interest in the program, but concerns about privacy were very strong.

The Phase 1 report included an extensive policy discussion on:

- ▶ The privacy issue. They felt that privacy was not an insurmountable issue, but that legal privacy protections were vital. For example, they proposed that a good model for privacy protection legislation was the Federal government’s Health Insurance Portability and Accountability Act of 1996 (HIPAA).
- ▶ How to set the per-mile rates, and determine what per-mile rates should be in various localities, based on theoretical economic modeling.





BRIEFING BOOK FOR TAC MEETING #2

I-95 Corridor Coalition: Road Charging Study and ConOps (2012)

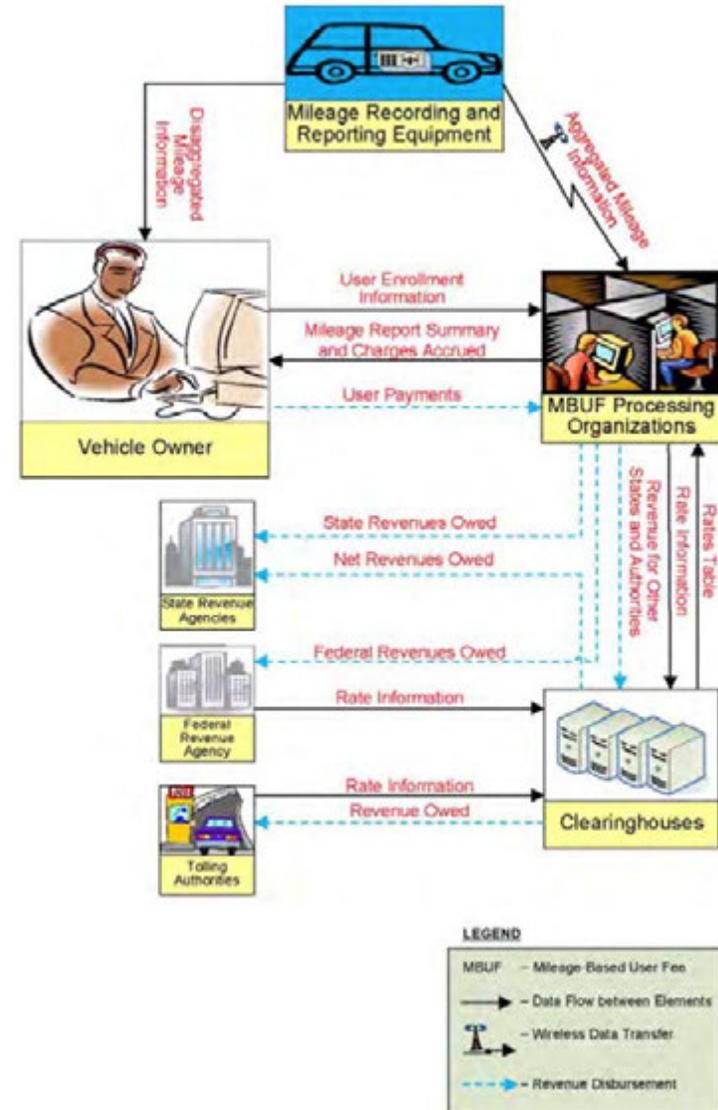
The I-95 Corridor Coalition is an organization of toll authorities, state DOTs, and other transportation agencies from Florida to Maine. In 2009, the Coalition launched a study of multi-jurisdictional road charging. Given the smaller areas of East Coast states and the higher frequencies of cross-border travel relative to Western states, it is likely that road charging will develop as a regional effort there.

The study resulted in a high-level concept of operations (ConOps) for multistate road charge, concluding:

- ▶ Multi-jurisdictional road charges are feasible.
- ▶ There are significant institutional issues that are present in a multi-jurisdictional context that must be handled through a centralized back office.

The proposed high-level system architecture is pictured at right. The architecture features:

- ▶ MBUF (Mileage-Based User Fee, another term for road charges) Processing Organizations, which run the road charge program directly with clients
- ▶ Clearinghouses, which distribute the mileage rates and clear revenues between jurisdictions





BRIEFING BOOK FOR TAC MEETING #2

Minnesota: Research, outreach, and trials (2004-2012)

In 2004, Minnesota DOT (MnDOT) began studying road charges through a trial of pay-as-you-drive insurance and car leasing with 100 participants, demonstrating that per-mile charging is feasible as a concept, and that popularity increases if the public perceives its benefits. In 2009, MnDOT concluding the following based on surveys and focus groups:



- ▶ Public understanding of transportation funding in Minnesota is low.
- ▶ Initially, the public tends to favor non-technology options for road charge payment.
- ▶ Agencies should anticipate initial reservations from the public, as a natural reaction to change.
- ▶ Agencies should emphasize that road usage charging is similar to the gas tax as a “user pays” fee.
- ▶ Uncertainty breeds apprehension. Agencies should wait until they have a substantially developed model to create communications to the public.
- ▶ A staged implementation plan is preferable to full system to launch at once – the “big bang.”
- ▶ The public needs to have the opportunity to learn about details at their own pace.

In 2011, the Mileage-Based User Fee Task Force found road charging to be financially sustainability, equitable to various driver groups, and technically feasible. The Task Force oversaw a Road Fee Test with 500 participants paying charges with rates varying by zone and time of day through a smartphone app that communicated with the vehicle through a device installed in the onboard data port.

Some of the participants reported billing errors, missed mileage, and technical glitches with the smartphone app. Simultaneously, a minority report from the Task Force was critical of road charges. Reliance on a single approach to measuring, reporting, and paying road charges was one of the key factors leading to these issues. Minnesota’s legislature has not authorized further study of road charges.

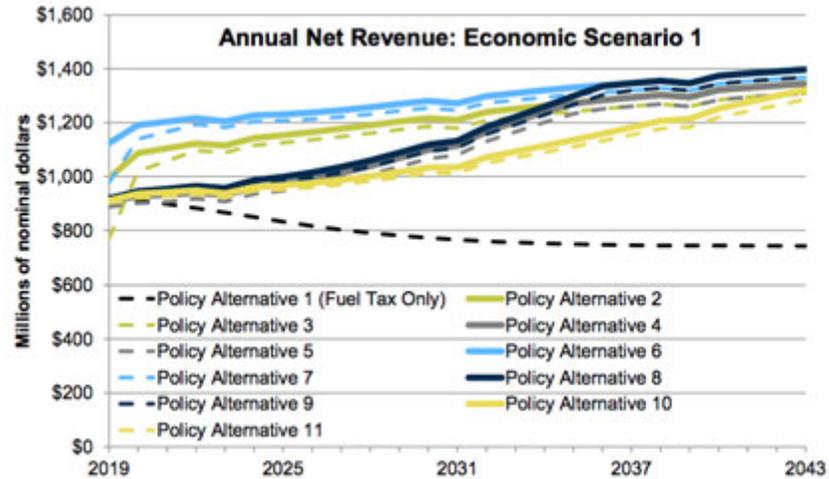




BRIEFING BOOK FOR TAC MEETING #2

Washington State: A legislatively-created steering committee has examined road charging since 2012; this year, the committee recommended moving forward with a pilot test

The Washington State legislature established a Steering Committee to examine road charges in 2012. In each year from 2012-2014, the Committee successively determined the following: road charging is feasible, there is a business case to pursue road charging, and a combined pilot test and outreach effort should be undertaken to fine tune the Committee’s working policy assumptions and recommendations. The Steering Committee endorsed the following four operational concepts for further testing and refinement in combination:



- ▶ **Time Permit:** unlimited driving for a specified time period (e.g., one year) for a flat fee
- ▶ **Odometer Charge:** prepayment of road charge for one year based on estimated or assumed miles to be driven, with reconciliation at year’s end based on actual odometer reading
- ▶ **Automated Distance Charge:** payment of road charges based on actual miles driven as measured by an in-vehicle device
- ▶ **Smartphone App:** payment of road charges based on actual miles driven as measured by a smartphone app that connects to the vehicle’s onboard computer and/or using certified photos of the vehicle odometer





SECTION 4

KEY COMMUNICATIONS ISSUES

(To be discussed with Item 9 on February agenda)





BRIEFING BOOK FOR TAC MEETING #2

Communications is important. It should be used to build understanding by opening two-way dialogues with the public and stakeholders

This dialogue relies on developing general messaging and providing information to a range of groups:

- ▶ Stakeholders and key decision-makers (e.g., legislators) at all levels (e.g., state, regional, and local)
- ▶ Relevant agencies
- ▶ Industry groups
- ▶ Media
- ▶ Demonstration test participants
- ▶ General public



**BRIEFING BOOK FOR TAC MEETING #2****As the TAC prepares to launch its communications and outreach effort for road charging, it is useful to learn from previous experiences in California and elsewhere**

Transportation agencies, universities, think tanks, and media outlets regularly conduct surveys of public attitudes on general transportation topics, including funding and policy proposals such as road charging. As the TAC prepares to engage with the public, we have compiled some of the findings from previous survey and outreach efforts, including the following:

- ▶ Surveys and focus groups from Southern California on transportation funding and road revenue alternatives, including road charging
- ▶ Statewide surveys on transportation attitudes
- ▶ Regional, state, national, and international surveys and focus groups on transportation funding and road charging



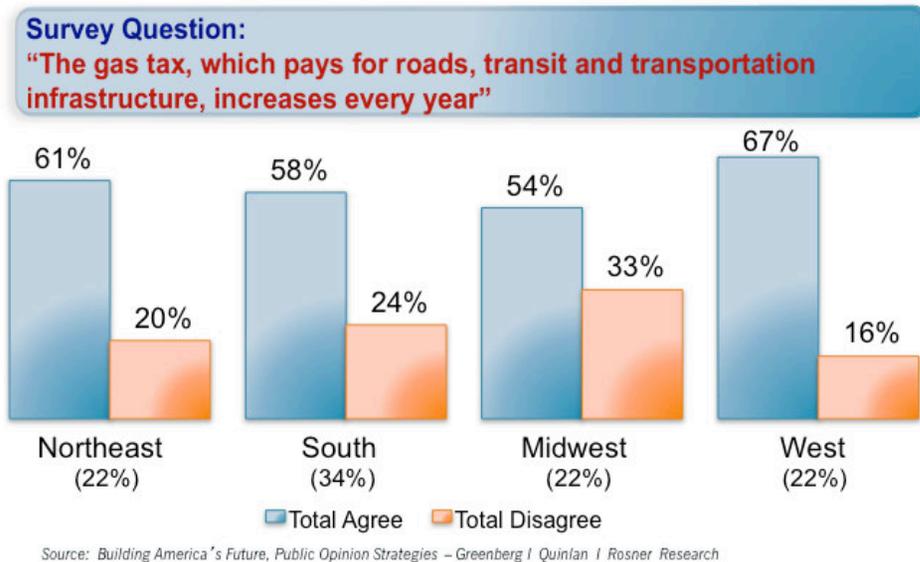


BRIEFING BOOK FOR TAC MEETING #2

Surveys and focus groups, both nationally and in California, consistently reveal misconceptions about transportation funding

National and regional survey data suggest that most people do not understand the complex issues around transportation funding. The examples below are just two illustrations of this trend—one from a national survey and one from a California outreach effort. The consultants recommend baseline surveys about road charging to better understand what Californians already know and believe about funding.

- ▶ The figure at right reflects national survey results, including regional results for Western states, indicating that a large majority of respondents believe that the gas tax increases every year.
- ▶ Southern California Association of Governments (SCAG) surveys and focus groups conducted in 2012 indicated that, “few are aware that the gas tax exists in the first place and how much it is,” and that many believe “gas usage and associated gas tax revenues are increasing.”²



² 2012. Southern California Association of Governments (SCAG). *Express Travel Choices Study Final Report*.



**BRIEFING BOOK FOR TAC MEETING #2**

In a Southern California study, focus group participants made logical assumptions, but few were aware of key subtleties about transportation funding

The aforementioned focus groups conducted by SCAG also found the following:

- ▶ Focus group participants speculated about a number of sources of transportation funding. However, very few—generally no more than one in each group—could name the gas tax specifically.
- ▶ Participants mentioned the following as sources they believed funded transportation:
 - ▶ Vehicle registration
 - ▶ Money from traffic citations
 - ▶ Federal, state, and city taxes
 - ▶ Stimulus funds
 - ▶ Property and income taxes
 - ▶ Cigarette taxes
 - ▶ Taxi and shuttle fees
 - ▶ Mello-Roos Act (Orange County only)
- ▶ Many participants believed that sufficient funds were available for transportation projects on the basis of perceiving road construction in their communities and regions.



**BRIEFING BOOK FOR TAC MEETING #2****Most focus group participants in Southern California were unaware of road charging; when introduced to the concept, they made assumptions and raised questions**

After speculating about the meaning of the term, focus group participants were shown a one-sentence description that read, “a fee that is charged based on the number of miles a vehicle has traveled.”

This led to some immediate questions that emerged in nearly every focus group:

- ▶ How much is the fee?
- ▶ How much are we paying now?
- ▶ How will they calculate the fee? How will “they know how many miles I’ve driven?”
- ▶ How will they collect it?
- ▶ Will it replace the gas tax (This was asked after a detailed discussion about the gas tax prior to which most could not recall the gas tax)?
- ▶ Who charges it?
- ▶ Where will the money go?
- ▶ How will it be administered?
- ▶ Does everyone pay it?

By more than a 3-to-1 margin, the most mentioned reason for opposing road charging in these Southern California surveys and focus groups was the perceived invasion of privacy and opposition to being “tracked” by the government, based on participant assumption of a GPS device requirement.





BRIEFING BOOK FOR TAC MEETING #2

National survey data on road charging are consistent with the results from Southern California: most respondents react negatively to road charging, largely because it is unknown

San Jose State University's Mineta Institute conducts an annual survey of the public's attitudes toward transportation funding. In 2014, survey respondents opposed mileage-based charges by a 4-1 margin. When broken down by region, this margin does not vary significantly. Support improves when assuming that the per-mile rate varies based on vehicle emissions, to 43% nationally and 46% in the West.³

Indiana University's School of Policy and Environmental Affairs recently published results of a national survey, finding that the majority of respondents opposed the concept of road charging. The authors of the study speculate that opposition has to do with concerns about privacy and cost.⁴

Based on focus groups conducted in the Washington DC metropolitan area, study authors concluded, "people are generally uninformed about gas taxes." Participants opposed road charging by wide margins based largely on the presumption that it would require all motorists to provide GPS location data.⁵

Colorado DOT observed that focus group participants were unaware that the gas tax rate had not increased in 20 years, nor were they aware of how transportation is funded. Participants were averse to the notion of road charging, preferring to address perceived inefficiencies in transportation spending.⁶

³ 2014. Mineta Transportation Institute. Report 12-36: *What do Americans Think About Federal Tax Options to Support Public Transit, Highways, and Local Streets and Roads? Results from Year Five of a National Survey.*

⁴ 2014. *SPEA Insights*. "Mileage-Based User Fees: Do Americans Support or Oppose Them?"

⁵ 2013. National Capital Region Transportation Planning Board. *What do People Think about Congestion Pricing?*

⁶ 2013. Colorado DOT. *Colorado Mileage-Based User Fee Study.*





BRIEFING BOOK FOR TAC MEETING #2

Oregon offers interesting results based on its mature road charging program and corresponding long-term communications and outreach effort, with opposition sorted into four categories

What Oregonians said about road charging

Lack of trust in government

- Belief that Oregon government is irresponsible with budgets
- Lack of belief that Oregon government will credit gas taxes against road charges



- ▶ I feel a little nervous. I am unsure our government will take off the taxes on gasoline and just add a new tax.
- ▶ I don't like it at all, like I'm being scammed. I pay taxes for road repair and everything else; stop funding wars or come up with a better plan than taxes—I see it as big brother putting more on our shoulders

Worry about negative repercussions

- Disincentive for Oregonians to purchase fuel efficient vehicles
- Damage to Oregon's commerce/tourism
- Charges will not apply to out-of-staters



- ▶ This will be punishing those who drive more efficient cars while helping those with gas-guzzlers like Suburban's and Humvees, etc.
- ▶ It limits travel and hurts commerce and tourism; budgets are unchecked and misappropriated—no oversight; wasn't consented to
- ▶ Not practical—what about out of state drivers? Drivers who live outside of our state or those who are just visiting?

Road charging is unfair and inequitable

- Penalizes Oregonians who drive long distances
- All road users should pay (bicycles, etc.)



- ▶ It's not fair—doesn't even come close. You need to include public transportation and bikes—motor and non-motor and anything else used to get from one place to another
- ▶ I'm angry I will be charged for mileage I drive in and out of state. I will be charged mileage outside of state. I travel outside the state often, so I will pay taxes on usage of roads out of state. It's not fair

Road charging program is ill conceived

- Doubts in ODOT's ability to implement a large and complex program
- Many unknowns and lack of understanding



- ▶ Confused—need more information. I would like to see a comparison of fuel taxes vs. 1.5 cents per mile— a study
- ▶ It needs more planning to cover all the different kinds of transportation — electric cars to motorcycles



**BRIEFING BOOK FOR TAC MEETING #2****New Zealand and Europe also offer important insights into the importance of outreach and communications**

Like Oregon years later, New Zealand saw great success in the adoption of road charging in part because of the reduction and ultimate elimination of fuel taxes for road charge payers.

- ▶ New Zealand directed an Independent Review Group to evaluate its road user charges through technical analysis, surveys, and public outreach in 2008-2009.⁷
- ▶ The review included a survey of road user charge payers, the results of which “revealed a surprisingly high overall satisfaction level with the current system among those who pay [road charges].”
- ▶ The review also included deeper case studies with individual users to highlight issues and concerns.
- ▶ Based on the Independent Review Group report and feedback received, the New Zealand government enacted major reforms in 2012, currently being implemented, aimed at addressing the key concerns and issues identified.

In the UK, the idea of road charging is not new as it has been investigated and studied for decades. The 2006 *RAC Report on Motoring* revealed the experience of motoring in the UK to be more painful than gainful, but also found the following:

- ▶ 63% would back road charging if all the money raised was spent on improving the roads.
- ▶ 69% would back road charging if it replaced the excise fuels taxes (gas tax).
- ▶ 80% to 87% suggest that in-vehicle telematics with value-added services could constitute a useful bargaining chip in a positive reception for telematics-enabled road charging.

⁷ 2009. New Zealand Road User Charges Review Group. An Independent Review of the New Zealand Road User Charging System.



**BRIEFING BOOK FOR TAC MEETING #2****Based on these experiences, we believe that sound public opinion research is the foundation of an effective outreach and communications strategy**

Public opinion research informs communications strategies:

- ▶ It defines the public's baseline understanding and feelings regarding transportation funding and road charging.
- ▶ Good information leads to good decision-making.

Examples of activities that are performed to achieve an understanding of baseline public opinion include the following:

- ▶ Examining distinctions in needs, attitudes, and understanding between urban and rural residents and residents in various regions of the state
- ▶ Conducting a statewide phone survey of residents to determine acceptance and awareness of road charging
- ▶ Conducting focus groups with members of the public who consider themselves opposed to road charging to better understanding their concerns
- ▶ Hosting a statewide listening tour to gather insights and answer questions about road charging
- ▶ Interviewing key stakeholders and holding in-depth conversations about road charging with them

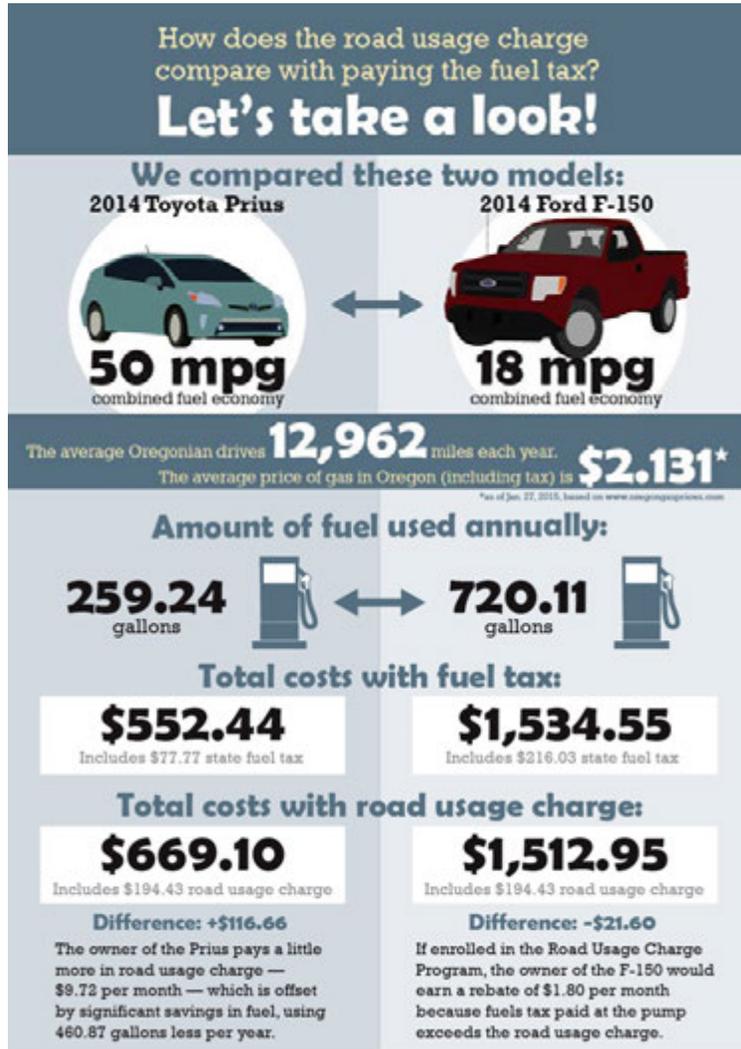
This type of baseline research is planned to take place in California this spring.





BRIEFING BOOK FOR TAC MEETING #2

Relating road charges to fuel taxes is a useful tactic for public communications



Despite the confusion around fuel taxes noted elsewhere, people generally understand the purpose and function of fuel taxes. Given that road charges are intended as a policy substitute for fuel taxes, it is useful to present any facts and figures about road charging in conjunction with information about fuel taxes.

At left is an example used in Oregon. By presenting this juxtaposition of road charges and fuel taxes, it is hoped that residents will have a better understanding of the relationship between these two approaches to road funding.





BRIEFING BOOK FOR TAC MEETING #2

Another useful tactic is to correct myths with accurate, timely information

Media conversations with people about road charging around the U.S. have revealed many misconceptions. People who are not informed about road charging may see risk in unknown ideas or be negative to change—they tend to expect the worst outcomes.

We have observed that some people hold the following initial beliefs about road charging, for example:

- ▶ *Road charging is unfair (to rural residents, farmers, ranchers, low-income drivers, cross-state drivers, etc.).* Research in other states shows that this is not generally the case. For example, Washington State research in 2014 found that on average, a rural driver will pay approximately \$2 less per month and an urban driver will pay approximately \$4 more per month.⁸
- ▶ *Road charging is an invasion of privacy.* 62% of Oregon media stories about that state’s road charging program and legislation used the word “tracking.” Tracking conjures images and thoughts of privacy violations and location awareness, but Oregon policy does not require location information and forbids state access to such information.
- ▶ *Road charging is double taxation.* People often think they will be charged both a fuel tax and a road charge. It will be important to clarify this in California.



⁸ 2015. Washington State Transportation Commission. Road Usage Charge Assessment: Financial & Equity Implications for Urban & Rural Drivers.



**BRIEFING BOOK FOR TAC MEETING #2****Based on experiences elsewhere and California's road charging program needs, we offer several recommendations for the program communications effort**

- ▶ Provide the facts, publish a “Road Charging Facts” brochure, and provide this early to get ahead of any misunderstandings and misinformation.
- ▶ As information about the pilot program is decided, or becomes firmer, refresh and update the public.
- ▶ Leverage private partners' and vendors' advertising methods to correct misconceptions about road charging.
- ▶ Associate road charging with trusted California brands through partnerships such as technology companies, major employers, and educational institutions that may be involved in the pilot program.
- ▶ Look for endorsements of the careful approach being taken in California of studying and testing multiple concepts from a wide range of transportation and other industry groups.
- ▶ Use grassroots outreach for two-way conversations, and recruit those grassroots leaders to participate in the pilot.
- ▶ Develop a users' forum to answer questions and have two-way conversations, allowing people to feel good about their decision to participate by valuing their input.



**BRIEFING BOOK FOR TAC MEETING #2****Communications activities planned in advance of the pilot program**

1. Telephone surveys will be conducted to gather more complete information on what Californians currently think about road charging and road conditions. We will use telephone survey results to do the following:

- ▶ Analyze how the public understand the problem of funding our roads
- ▶ Get an updated sense of Californians' understanding of the gas tax
- ▶ Try to determine level of understanding and acceptability of a road charge

2. Focus groups will be convened to gain more detailed insights to Californians' understanding of road charging. We intend to use focus groups to do the following:

- ▶ Test for sensitivities to the information that needs to be emphasized
- ▶ Attempt to understand the right messaging in California
- ▶ Try to understand what terminology should be used

3. Results of the surveys and focus groups will be used to create accurate, comprehensible road charging messages that can be used before and during the pilot.

4. An evaluation plan will be designed to test public acceptance of various road charge methods when they are demonstrated during the pilot.



KERN COUNCIL OF GOVERNMENTS
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE AND
CONGESTION MANAGEMENT AGENCY TECHNICAL ADVISORY COMMITTEE

KERN COG CONFERENCE ROOM
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA

WEDNESDAY
May 6, 2015
10:00 A.M.

I. ROLL CALL:

- II. PUBLIC COMMENTS:** This portion of the meeting is reserved for persons to address the Committee on any matter not on this agenda but under the jurisdiction of the Committee. Committee members may respond briefly to statements made or questions posed. They may ask a question for clarification; make a referral to staff for factual information or request staff to report back to the Committee at a later meeting. **SPEAKERS ARE LIMITED TO TWO MINUTES. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD PRIOR TO MAKING A PRESENTATION.**

Disabled individuals who need special assistance to attend or participate in a meeting of the Transportation Technical Advisory Committee may request assistance at 1401 19th Street, Suite 300; Bakersfield CA 93301 or by calling (661) 861-2191. Every effort will be made to reasonably accommodate individuals with disabilities by making meeting material available in alternative formats. Requests for assistance should be made at least three (3) working days in advance whenever possible.

III. APPROVAL OF DISCUSSION SUMMARY: Meeting of Wednesday, April 1, 2015

IV. FISCAL YEAR 2014-15 TRANSPORTATION DEVELOPMENT ACT (TDA) PUBLIC TRANSIT CLAIM – CITY OF WASCO FOR \$41,626 (Snoddy)

Comment: FY 2014-15 Transportation Development Act Public Transit claim for the City of Wasco for \$41,626.

Action: Review FY 2014-15 TDA Public Transit Claim for the City of Wasco in the amount of \$41,626 and recommend approval to the Transportation Planning Policy Committee.

V. FISCAL YEAR 2013-14 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS CLAIM – CITY OF WASCO FOR \$1,166,874 (Snoddy)

Comment: FY 2013-14 Transportation Development Act Streets and Roads claim for the City of Wasco for \$1,166,874

Action: Review FY 2013-14 TDA Streets and Roads Claim for the City of Wasco for \$1,166,874 and recommend approval to the Transportation Planning Policy Committee.

VI. FISCAL YEAR 2014-15 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS CLAIM – CITY OF WASCO FOR \$1,315,176 (Snoddy)

Comment: FY 2014-15 Transportation Development Act Streets and Roads claim for the City of Wasco for \$1,315,176

Action: Review FY 2014-15 TDA Streets and Roads Claim for the City of Wasco for \$1,315,176 and recommend approval to the Transportation Planning Policy Committee.

VII. 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (Stramaglia)

Comment: The 2016 Regional Transportation Improvement Program (2016 RTIP) is a 5-year Program for Projects of Regional Significance and is updated every two years by the California Transportation Commission (CTC). Kern Council of Governments (Kern COG) is expected to submit its regionally approved project requests to the CTC by December 2015 as required by law.

Action: Information

VIII. PROJECT ACCOUNTABILITY TEAM REPORT (Pacheco)

Comment: Report on the status of CMAQ, RSTP, TE, Transit, and TDA Article 3 projects.

Action: Information

IX. CALL FOR PROJECTS: TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 PROGRAM (Smith)

Comment: The Kern Council of Governments, acting in the capacity of the state-designated Regional Transportation Planning Agency, administers funding for the Transportation Development Act Article 3 Program (Article 3). Article 3 funds are used to pay for bicycle and pedestrian safety programs, bicycle parking facilities, bicycles travel facilities and pedestrian facilities. Approximately \$792,604 is available for distribution, with \$386,712 obligated from previous funding cycles. \$405,892 is available for new proposals.

Action: Information

X. HOLD ELECTIONS TO APPOINT CHAIRMAN AND VICE CHAIRMAN TO FACILITATE TTAC MEETINGS FOR FISCAL YEAR MAY 2015 TO APRIL 2016.

XII. MEMBER ITEMS

XIII. ADJOURNMENT

The next scheduled meeting of the Transportation Technical Advisory Committee will be Wednesday June 3, 2015.

KERN COUNCIL OF GOVERNMENTS
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE AND
CONGESTION MANAGEMENT AGENCY TECHNICAL ADVISORY COMMITTEE

KERN COG CONFERENCE ROOM
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA

WEDNESDAY
April 1, 2015
10:00 A.M.

Chairman Schlosser called the meeting to order at approximately 10 a.m. A “sign-in” sheet was provided.

I. ROLL CALL

MEMBERS PRESENT:

Dennis Speer	City of Ridgecrest
Wayne Clausen	City of Shafter
Joe West	NOR/CTSA
Paul Marquez	Caltrans
Ted Wright	City of Bakersfield
Ed Galero	City of Delano
Jay Schlosser	City of Tehachapi
Bob Wren	City of Wasco
Craig Platt	City of California City
Craig Jones	City of Taft
Steve Woods	GET
Bob Neath	County of Kern
Dennis McNamara	City of McFarland

STAFF:

Peter Smith	Kern COG
Rob Ball	Kern COG
Raquel Pacheco	Kern COG
Susanne Campbell	Kern COG
Rochelle Invina	Kern COG
Joe Stramaglia	Kern COG
Troy Hightower	Kern COG
Tami Popek	Kern COG

OTHER:

Lynn Brooks	County of Kern
Sarah Baron	KCSOS
Jenny Hannah	KCSOS
Suzanne Forrest	City of Shafter
George Gillburg	City of Bakersfield
Miguel Barcenas	City of Arvin
Kimber Gutierrez	City of Arvin

- II. **PUBLIC COMMENTS:** This portion of the meeting is reserved for persons to address the Committee on any matter not on this agenda but under the jurisdiction of the Committee. Committee members may respond briefly to statements made or questions posed. They may ask a question for clarification; make a referral to staff for information or request staff to report to the Committee at a later meeting.

SPEAKERS ARE LIMITED TO TWO MINUTES. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD PRIOR TO MAKING A PRESENTATION.

There were no public comments.

- III. APPROVAL OF DISCUSSION SUMMARY:** Meeting of March 4, 2015. Mr. Wren made a motion to recommend approval to the Transportation Planning Policy Committee. Mr. McNamara seconded the motion, with all in favor.

IV. 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Stramaglia stated that the 2016 Regional Transportation Improvement Program (2016 RTIP) had begun. Mr. Stramaglia advised that this is a 5-year Program for Projects of Regional Significance and is updated every two years by the California Transportation Commission (CTC). Kern Council of Governments is expected to submit its regionally approved project requests to the CTC by December 2015 as required by law. Mr. Stramaglia explained what each of the attachments were about including a list of highway investments throughout Kern County and a status report on each of the State Transportation Improvement Program projects.

This item was for information only.

V. KERN COG PROJECT DELIVERY POLICY AND PROCEDURES UPDATE FOR ACTIVE TRANSPORTATION PROGRAM (ATP)

Mr. Stramaglia stated that the California Transportation Commission (CTC) adopted its State Active Transportation Program (ATP) guidelines for the Cycle 2 call for bike and pedestrian projects, which prompted the update to the Kern COG Project Delivery Policy and Procedures ATP chapter. He stated that this item was circulated at the March TTAC and TPPC meetings.

The action requested is to recommend that the Transportation Planning Policy Committee approve the ATP Policy revision as presented in Attachment A. Mr. Wren made a motion to recommend approval. Mr. McNamara seconded the motion, with all in favor.

VI. FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) - AMENDMENT PROCEDURE UPDATE

Ms. Pacheco stated that the Federal Transportation Improvement Program (FTIP) is a short-range list of transportation projects that is subject to change. Ms. Pacheco advised that an administrative modification is a minor change to the FTIP that does not require a conformity determination, a demonstration of fiscal constraint, public review and comment, or federal approval. The current Kern COG Policy allows the Kern COG Executive Director to approve Administrative Modifications to the FTIP. The purpose of this update is to request that the Kern COG Board delegate approval of Administration Modifications to the Federal State Transportation Improvement Program (FSTIP) to the Kern COG Executive Director as well. Kern COG staff supports the change, as this update will allow for quicker processing of administrative modifications.

The action requested is that the Transportation Technical Advisory Committee recommend approval of the revised FTIP Amendment Policy to the Transportation Planning Policy Committee. Mr. Platt recommended approval. Mr. Wren seconded the motion, with all in favor.

VII. FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AMEDEMMENT – TIMELINE

Ms. Pacheco advised that an amendment has been processed and includes revisions to a Congestion Mitigation Air Quality (CMAQ) Program, Highway Bridge Program and Highway Safety Improvement Program as well as introduction of new FTA Section 5307 projects and new FTA Section 5311 operating assistance throughout the Kern region. The amendment documentation is available on the Kern COG website. The public review period begins April 3, 2015.

This item is for information only.

VIII. REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) - DRAFT TIMELINE AND FUND ESTIMATE

Ms. Pacheco stated that Kern COG staff developed a draft timeline and fund estimate to facilitate programming new Regional Surface Transportation Program (RSTP) projects. After approval by the Transportation Planning Policy Committee on April 16, 2015, the draft timeline will be used for the upcoming RSTP call for projects cycle.

The action requested is that the Transportation Technical Advisory Committee recommend approval of the RSTP Timeline and Fund Estimate to the Transportation Planning Policy Committee. Mr. Wren made a motion to recommend approval to the Transportation Planning Policy Committee. Mr. McNamara seconded the motion, with all in favor.

IX. CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM – DRAFT TIMELINE AND FUNDING TARGETS

Ms. Pacheco advised that Kern COG staff developed a draft timeline and funding targets to facilitate programming new Congestion Mitigation and Air Quality (CMAQ) projects. After approval by the Transportation Planning Policy Committee on April 16, 2015, the draft timeline will be used for the upcoming CMAQ call for projects cycle.

A lengthy discussion was had by committee members.

Chairman Schlosser requested Kern COG staff prepare a staff report to give an update when appropriate on any new CMAQ related guidance due to MAP-21 implementation.

The action requested is that the Transportation Technical Advisory Committee recommend approval of the CMAQ Timeline and Funding Targets to the Transportation Planning Policy Committee. Mr. Woods made a motion to recommend approval to the Transportation Planning Policy Committee. Mr. McNamara seconded the motion, with all in favor.

PROJECT DELIVERY PRESENTATIONS – CMAQ & RSTP

X. Ms. Pacheco stated that the Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) project delivery letters for fiscal year 14/15, representing \$15.4 million in federal programming, were provided and discussed at the February 4, 2015 Transportation Technical Advisory Committee (TTAC). The TTAC requested project status presentations for the March 4th and April 1st TTAC meetings. Ms. Pacheco mentioned that the Wasco CMAQ Substitution project received E-76 approval for a total of \$276,190 CMAQ dollars.

Ms. Pacheco asked the TTAC to provide one of the following recommendations: 1. Recommend that the Transportation Planning Policy Committee implement the Kern COG Policies and Procedures by taking action on April 16, 2015 to deprogram projects presented in this staff report; or 2. Recommend that no action be taken because the projects presented in this staff report are no longer subject to deprogramming because they have all been submitted for funding authorization.

Ms. Pacheco asked that presentations include the following information for each project: A. Where the agency is in the delivery process compared to information provided at the March 4th TTAC meeting; and B. Is the project on schedule?

Mr. Woods gave an update for the GET transit center project. Mr. Woods stated the FTA grant application is under development and will be submitted by June 30th. TTAC members requested an update for this project at the September 30, 2015 TTAC meeting.

Mr. Neath gave an update regarding the Kern Transit CNG coaches. Mr. Neath stated the FTA Section 5311 application is under development and will be submitted by April 30th.

Ms. Brooks gave an update regarding the County of Kern grouped projects for road, signal, and shoulder improvements. The RFAs (request for authorization) for the two signal projects and the Banducci Rd shoulder project have been submitted. The Holloway Rd project may get a conditional CE in April, once received the RFA will be submitted. The RFAs for the rest of the projects are ready but waiting on Right of Way certifications and encroachment permits. Ms. Brooks stated RFAs will be submitted in April.

Ms. Baron gave an update regarding the Kern County Superintendent of Schools CNG Station Expansion project. Ms. Baron stated CE approval expected in April and RFA submittal in May.

Mr. Stramaglia gave an update regarding the Caltrans flashing beacon project in the City of Maricopa. Mr. Stramaglia stated that Caltrans has asked to advance the construction funds from fiscal year 15/16 to FY 14/15 to submit the RFA in April.

Ms. Forrest gave an update regarding the City of Shafter Tulare Ave project. Ms. Forrest stated the PES (preliminary environmental study) received approval. Ms. Forrest stated environmental expected to be complete end of April and then submit RFA.

Mr. Woods made a motion that no action be taken because the projects presented in the staff report are no longer subject to deprogramming because they are all on target to be submitted for funding authorization. Mr. McNamara seconded the motion.

It was further discussed that agencies do not need to make future presentations at the TTAC meeting with the exception of the Golden Empire Transit District who was asked to present at the September 30, 2015 TTAC meeting, with all in favor.

XI. DISCUSSION OF SENATE BILL 1077 – ROAD USAGE CHARGE ALTERNATIVES TO THE GAS TAX

Mr. Ball gave a brief presentation on Senate Bill (SB) 1077. SB 1077, that requires that the California Road Charge Pilot Program Technical Advisory Committee (TAC) study road usage charge alternatives to the gas tax.

This item was for information only.

XII. MEMBER ITEMS

Mr. Smith gave provided each TTAC member with a memo containing a call for Projects for the Active Transportation Program. The deadline for submittal is June 1, 2015. Mr. Smith advised that in addition to submitting applications to the State, they also need to be submitted to Kern COG.

Mr. Smith advised that Mr. Hightower attended a disadvantaged community's workshop in Los Angeles. Mr. Smith advised that a link of resources for completing the Active Transportation would be sent out via email.

Mr. Marquez stated that Caltrans District 6 has just released its Quarterly Update, it is available for review on the website.

XIII. ADJOURNMENT

With no further business the TTAC adjourned at 11:30 am. The next scheduled meeting of the TTAC will be May 6, 2015.



May 6, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

BY: Robert M. Snoddy
Regional Planner

SUBJECT: TTAC AGENDA ITEM: IV
FISCAL YEAR 2014-15 TRANSPORTATION DEVELOPMENT ACT (TDA)
PUBLIC TRANSIT CLAIM – CITY OF WASCO FOR \$41,626

DESCRIPTION:

FY 2014-15 Transportation Development Act Public Transit claim for the City of Wasco for \$41,626.

DISCUSSION:

Kern COG staff has received and reviewed the following TDA claim for the City of Wasco for \$41,626.

<u>Claimant</u>	<u>LTF</u>	<u>STAF</u>	<u>TOTAL</u>
City of Wasco	\$32,086	\$9,540	\$41,626

Operating Salaries & Wages	\$77,163
Fringe Benefits	\$70,073
Professional Services	\$4,384
Vehicle Maintenance & Supplies	\$72,723
Utilities	\$10,000
Miscellaneous	\$7,400
Expense & Inter-fund Transfers	\$6,470
Regional planning Contribution	\$32,086
FY 2014/15 Projected Expenses & Uses	\$287,033

This claim has been evaluated in accordance with the following criteria: 1) Conformance with the Regional Transportation Plan; 2) Participation in the California Driver Pull Notice Program; 3) Adherence to the applicable farebox return ratio; and 4) Compliance with PUC Section 99314.6 Operations Qualifying Criteria. Staff recommends a conditional approval.

ACTION:

Review FY 2014-15 TDA Public Transit Claim for the City of Wasco in the amount of \$41,626 and recommend approval to the Transportation Planning Policy Committee.



May 6, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

BY: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: V
FISCAL YEAR 2013-14 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS CLAIM – CITY OF WASCO FOR \$1,166,874

DESCRIPTION:

FY 2013-14 Transportation Development Act Streets and Roads claim for the City of Wasco for \$1,166,874

DISCUSSION:

Kern COG staff has received and reviewed the following TDA claim for the City of Wasco for \$1,166,874.

<u>Claimant</u>	<u>LTF</u>	<u>STAF</u>	<u>TOTAL</u>
City of Wasco	\$1,166,874	-0-	\$ 1,166,874

SR2S Signs Sidewalks ADA School	\$219,362
Scofield Reconstruction HWY46-Gromer	\$100
Other Article 8 maintenance project	\$2,531
HWY 43 phase II	\$761,753
Poso Dr. Reconstruction Phase III	\$30,192
HWY 43 Landscape Phase I	\$1,076
Tract 6473 Offsite Imp.	\$165,587
Other Article 8 maintenance project	\$84,918
Total FY 2013-2014 Project expenditures	\$1,265,519

This claim has been evaluated in accordance with the following criteria: 1) the maximum funding level does not exceed claimants' deferred revenues, plus current year apportionments, less required public transit financing; 2) claimants have conducted a public hearing within its jurisdiction to receive testimony regarding unmet transit needs and have made an appropriate finding by resolution of its governing body; 3) project proposed for funding is in conformity with the Regional Transportation Plan; and 4) claimants have not requested or received funds in excess of its current year expenditure. Staff recommends approval.

ACTION:

Review FY 2013-14 TDA Streets and Roads Claim for the City of Wasco for \$1,166,874 and recommend approval to the Transportation Planning Policy Committee.



May 6, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

BY: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VI
FISCAL YEAR 2014-15 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS
CLAIM – CITY OF WASCO FOR \$1,315,176

DESCRIPTION:

FY 2014-15 Transportation Development Act Streets and Roads claim for the City of Wasco for \$1,315,176

DISCUSSION:

Kern COG staff has received and reviewed the following TDA claim for the City of Wasco for \$1,315,176

<u>Claimant</u>	<u>LTF</u>	<u>STAF</u>	<u>TOTAL</u>
City of Wasco	\$1,315,176	-0-	\$ 1,315,176

7 th & Central Avenue	\$693,713
D Street Reconstruction	\$353,750
HSIP ADA IMP 9thHPL-HWY 46	\$217,000
Total FY 2013-2014 project Expenditures	\$1,264,463

This claim has been evaluated in accordance with the following criteria: 1) the maximum funding level does not exceed claimants' deferred revenues, plus current year apportionments, less required public transit financing; 2) claimants have conducted a public hearing within its jurisdiction to receive testimony regarding unmet transit needs and have made an appropriate finding by resolution of its governing body; 3) project proposed for funding is in conformity with the Regional Transportation Plan; and 4) claimants have not requested or received funds in excess of its current year expenditure. Staff recommends approval.

ACTION:

Review FY 2014-15 TDA Streets and Roads Claim for the City of Wasco for \$1,315,176 and recommend approval to the Transportation Planning Policy Committee.



May 6, 2015

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Joseph Stramaglia,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VII
2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

DESCRIPTION:

The 2016 Regional Transportation Improvement Program (2016 RTIP) is a 5-year Program for Projects of Regional Significance and is updated every two years by the California Transportation Commission (CTC). Kern Council of Governments (Kern COG) is expected to submit its regionally approved project requests to the CTC by December 2015 as required by law.

DISCUSSION:

The CTC has initiated the statewide 2016 State Transportation Improvement Program (2016 STIP) development process for Projects of Regional Significance. Each regional submittal to the CTC is considered an "RTIP". Once submittals are aggregated and approved by the CTC, it becomes a "STIP". There are 2 major unresolved issues at the state level for this process: 1) it is unknown if the Fund Estimate will offer new programming capacity for regions; and 2) it is unknown if the state will continue to honor the MOU agreement with Inyo, Mono and Kern to deliver projects along the U.S. 395 / SR 14 corridor due to the state's shifting priorities. For May, Kern COG staff will focus on three basic areas:

- 1) Obtaining the latest cost estimates for projects ready to advance to construction;
- 2) Monitor the CTC regarding Fund Estimate development; and
- 3) Monitor the CTC regarding the development of the Interregional Transportation Improvement Program which is the "state choice" element of the STIP/RTIP process.

Kern COG staff will continue the work started from the past several RTIP cycles including the request for a specific amount of RTIP formula funding to advance and complete the State Route 58 Connector project. The Kern COG Board has continued this effort over the last 2 cycles with approvals honoring the regional 60/40 equity policy to bring the full amount of committed programming to the SR 58 Connector project over the last 4 years. The Commission was unable to provide the full amount in the 2014 RTIP cycle. The Eastern California Partnership to widen U.S. 395 and State Route 14 are in need of programming to deliver 2 additional segments; segment 1 is programmed for construction but the other 2 segments require continued commitments from the 4 partners: Inyo, Mono and Kern Counties and Caltrans. This agreement leverages 60% of formula funding from outside of the County of Kern. During the month of June, Kern COG staff hopes to bring together any cost estimate updates for projects advancing to construction and expected "STIP" funding levels.

BACKGROUND INFORMATION

Currently, Kern projects in the 2014 STIP include street and highway improvements on State Routes 14, 46, 58, 119 and two local streets in Ridgecrest and Tehachapi. The indicated projects are summarized below:

STATUS OF PROJECTS OF REGIONAL SIGNIFICANCE IN 2014 STIP

RANK	PROJECT DESCRIPTION	PROGRAM PHASE	FY	STATUS
Board / 13	West Ridgecrest Blvd. Recon. & Widen	Construction	13-14	Constructed
Board / 61	Challenger Drive Extension	Construction	13-14	Constructed
Board / 14	SR 14 – Freeman Gulch Widening Phase 1	Pre-Construction	12-15	In Progress
		Construction	16-17	Not Started
Board / 14	SR 14 – Freeman Gulch Widening Phase 2	Pre-Construction	15-17	In Progress
		Construction	- - -	Not Yet Funded
Board / 60	SR 46 – Segment 4A Widening	Pre-Construction	12-13	In Progress
		Construction	15-16	Not Yet Started
5 / Board	SR 119 – Truck Climbing Lanes	Pre-Construction	12-15	In Progress
		Construction	15-16	Not Yet Started
Board	SR 58 Centennial Corridor	Pre-construction	12-15	In Progress
		Construction	17-18	Not Yet Started

Funding Shortfalls - Several projects have not advanced since 1998 because the state has fallen short in expected formula revenue streams. There are several projects in the Kern region were advanced to the environmental review phase in 1998 to create a new shelf of projects. Several of these projects were subsequently shelved because of revenue shortfall exceeding \$300 million in subsequent cycles. These projects include:

- ◆ State Route 184 Weedpatch Highway Widening – Shelved
- ◆ State Route 58 Dennison Road Interchange – Shelved
- ◆ State Route 46 Widening through Wasco – Shelved
- ◆ US 395 Widening through Ridgecrest – Shelved

Regional Adoption of 2014 Regional Transportation Improvement Program

On November 21, 2013, the KCOG Board of Directors approved its 2014 RTIP Program of Projects. The CTC Fund Estimate share for this cycle was proposed at \$ 32,269,000. Kern’s response was a request of in new programming totaling \$58.9 million in order to advance one project of regional significance in Kern County and one partnership project of regional significance in Inyo County. The KCOG staff recommendation included 1) \$49,000,000 of new RTIP funding for SR 58 Centennial Corridor with the remaining capacity going towards the partnership project Olancho Cartago Widening in Inyo County. Several other projects ready to advance in Kern County were not funded and subsequently delayed. The Kern region approved and requested \$49 million for SR 58 Centennial Corridor as part of the 2014 RTIP submittal but the Commission was only able to program \$29 million.

2016 RTIP TIMELINE

A “Save the Dates” memo was circulated in late March to announce the dates for three (3) scheduled Kern COG 2016 RTIP Workshops. In April, KCOG staff will work with project managers to update cost estimates for currently programmed projects. The expanded time-line below includes KCOG and CTC benchmark actions leading to state approval of the 2016 STIP by April 2016.

April / May 2015	KCOG: TTAC/TPPC – RTIP process overview, project status and cost estimates CTC: Fund Estimate Assumptions Adoption
June 2015	KCOG: TTAC/TPPC - Fund needs for current projects and Draft Fund Estimate CTC: Develop Draft Fund Estimate
July 2015	KCOG: Conduct first 2016 RTIP Workshop KCOG: Develop 2016 RTIP Program of Projects
August 2015	KCOG: Conduct second RTIP Workshop CTC: Staff Recommendation for Fund Estimate CTC: Fund Estimate Adoption CTC: Adopt 2016 STIP Guidelines
September 2015	KCOG: Conduct third RTIP Workshop KCOG: TTAC/TPPC – Circulate Admin. Draft 2016 RTIP Program of Projects
October 2015	KCOG: TTAC/TPPC – Circulate Draft 2016 RTIP Program of Projects
November 2015	KCOG: TTAC/TPPC - Request Approval of Final 2016 RTIP Program of Projects
December 2015	KCOG: Submit 2016 RTIP to CTC and Caltrans
February 2016	CTC: Conduct Public Hearings for Draft 2016 STIP
March 2016	CTC: Staff recommendation for 2016 STIP
April 2016	CTC: 2016 STIP Adoption

KCOG Project Selection Policy

In 1998, KCOG circulated a call for projects to the Cities and County of Kern and ranked 66 Projects of Regional Significance. This action was in response to the enactment of SB 45 which shifted 75% of formula highway revenue to regional control and 25% to state control. The KCOG RTIP Policy focused on regional equity inside and outside of the Metropolitan Bakersfield area and project readiness. The equity policy designates that 60% of State Transportation Improvement Program funds be available for projects inside Metropolitan Bakersfield Boundary (as modified by the policy). The remaining 40% of the State Transportation Improvement Program funding was for projects outside the Metropolitan Bakersfield boundary. The policy notes that funds can be flexible (moved inside and outside the designated boundary from year to year) as long as the “60/40” balance is maintained over the long-term. MOU programming is not part of the 60/40 assessment. Several of the other policy considerations are listed below.

- ◆ Once KCOG has committed to a project in the Regional Transportation Plan and Regional Transportation Improvement Program, it is KCOG's policy to continue advancing the project that has completed one phase to the next phase when funding is available;
- ◆ Once KCOG has committed to a project in the Regional Transportation Plan and Regional Transportation Improvement Plan, it is KCOG's policy to keep a project or phase of a project whole, when possible;
- ◆ KCOG leverages outside project dollars through partnerships with Caltrans (IIP), other Regions, Local contributions, regional commitments from other Counties, demonstration funds, or state bond funds;
- ◆ KCOG supports the equitable distribution of funding through the management of the Metro/Rural 60/40 programming split of State Transportation Improvement Program funding; and
- ◆ KCOG uses a ranked list of candidate Regional Transportation Improvement Program projects approved by the KCOG Board of Director's in addition to other Board Actions to manage overall project priorities.

These policy considerations are taken into account by KCOG staff when developing the RTIP Program of Projects. The RTIP process is a continuum of project development from cycle to cycle because of the extensive cost, time and effort required to advance environmental review, design, rights-of-way, and construction phases. This region's successfully delivered projects of regional significance have taken well over a decade to deliver from environmental review all the way through to construction.

Revenue Partnerships – Since 1998, the KCOG Board has partnered with Caltrans, Inyo County and Mono County as a way to leverage state highway funding along interregional focus routes 14, 46 and 58. The KCOG Board of Directors entered into Memorandums of Understanding (MOU) with Caltrans and the Counties of Inyo and Mono in order to combine Kern's regional choice funding with State choice dollars to deliver projects along the State Route 14 / US 395 Corridor up into the Counties of Inyo and Mono.

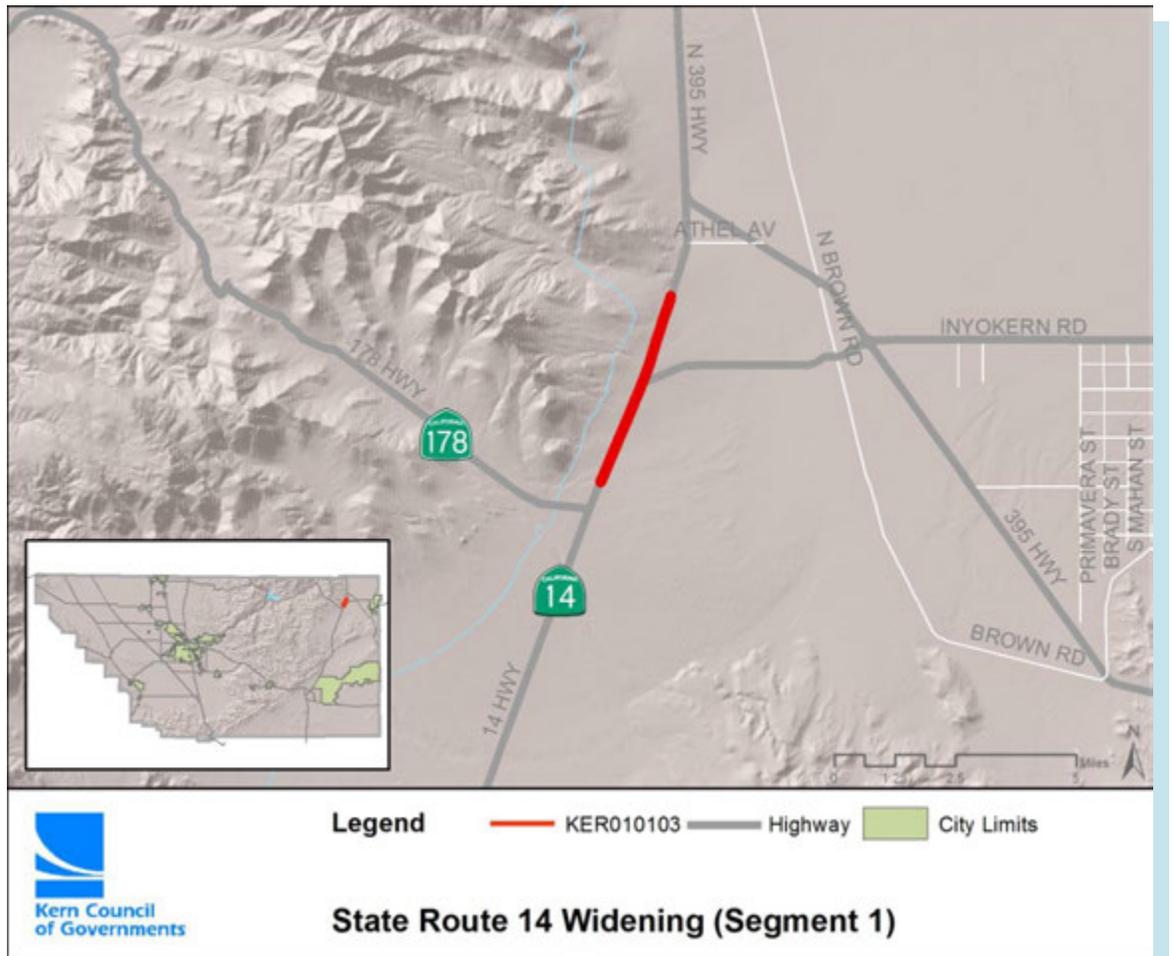
The 1998 MOU committed the KCOG Board to assist with an Inyo County project, the Olancha Cartago widening project and a project in Mono County once it's selected. As part of the 1998 MOU, Caltrans delivered the State Route 14 Mojave Widening project in Kern. The next KCOG project benefitting from this collaboration is the State Route 14 Freeman Gulch Widening project. Updates to the 3-County MOU with Inyo County, Mono County and Caltrans will be presented as a separate report as needed.

Action: Information.

Attachment A – Project Status of Programmed STIP Projects ready to Advance
Attachment B – 2014 STIP as approved by California Transportation Commission
Attachment C – Graphic
Attachment D – Statewide Investments
Attachment E – 3-County MOU (as it currently stands)
Attachment F – KCOG "Save the Dates" Memo – 2016 RTIP Workshops

State Route 14 – Freeman Gulch Widening Segment 1

Project Description and Location: Segment 1 is ready for construction. The project starts 1 mile south of State Route 178 East to 1.7 miles north of State Route 178 East for a total of 2.7 miles. The project will widen the divided highway from 2 to 4 lanes.						
Purpose and Need: The project constitutes the principal access into the Inyo and Mono County recreation areas. The project will relieve congestion, separate oncoming traffic with a divided median, and break up traffic queues by providing major passing opportunities. This project is the first of three segments that will close the final 2-lane "gap" on Route 14 between Mojave and the junction with Route 395. Route 14 is an Interregional High Emphasis Focus Route.						
Project Status: Project design is currently in progress with some preliminary rights-of-way work as well.						
Current Revenue Needs: This MOU project is programmed with Inyo 10% RIP, Mono 10% RIP, Kern 40% RIP and Caltrans 40% IIP. This project is considered to be fully funded.						
Current STIP Programming (\$ X 1,000)						
RTIP Cycle	Phase	FY	STIP	ITIP	Other	Total
	Environmental					
2008 RTIP	Engineering	12-13	\$1,000	\$1,000	\$500	\$2,500
2008 RTIP	Rights-of-Way	14-15	\$4,520	\$4,520	\$2,260	\$11,300
2012 RTIP	Construction	16-17	\$12,435	\$12,435	\$6,218	\$31,088
	Total		\$17,955	\$17,955	\$8,978	\$44,888



State Route 14 – Freeman Gulch Widening Segment 2

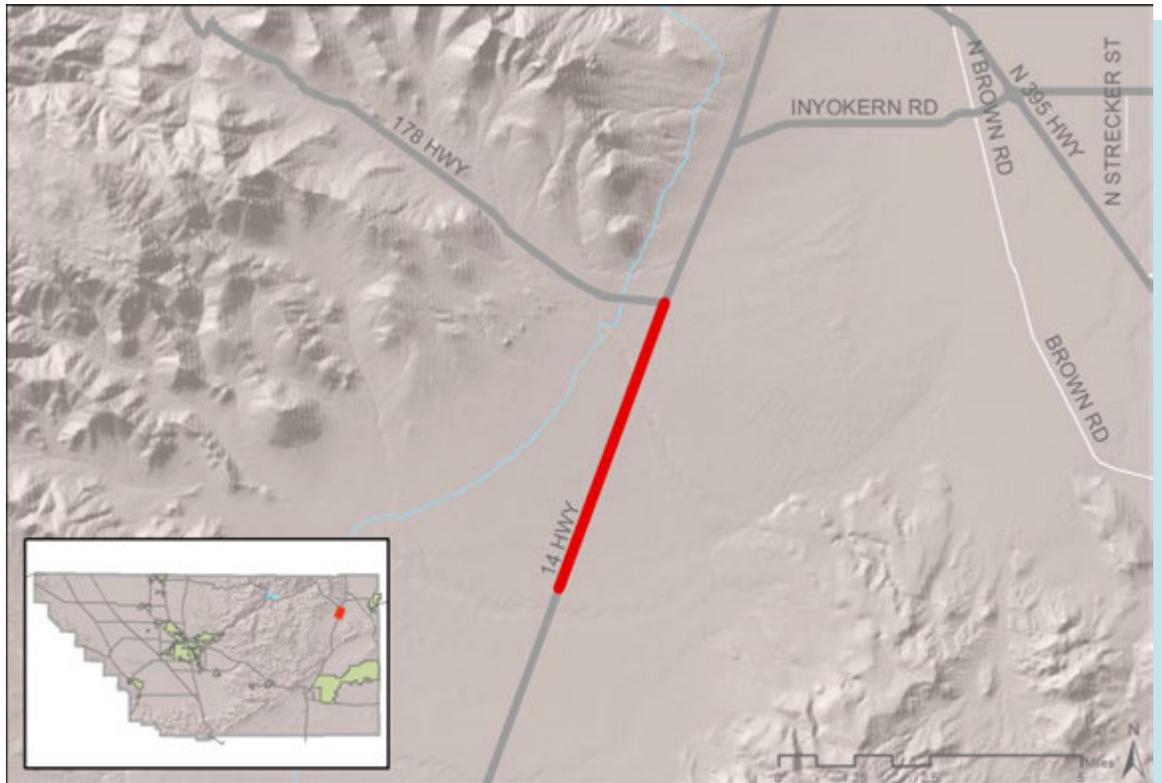
Project Location and Description: This project is the second of the three segments. The project is located from 4.8 miles south of Route 178 west to 0.5 mile north of Route 178 west to convert from a 2-lane conventional highway to a 4-lane expressway.

Purpose and Need: The project constitutes the principal access into the Inyo and Mono County recreation areas. The project will relieve congestion, separate oncoming traffic with a divided median, and break up traffic queues by providing major passing opportunities. This project is the second of three segments that will close the final 2-lane "gap" on Route 14 between Mojave and the junction with Route 395. Route 14 is an Interregional High Emphasis Focus Route.

Project Status: This project is in the design phase. Construction is not yet programmed.

Current Revenue Needs: Segment 2 was programmed for PS&E and RW using RIP from Inyo and Mono Counties only with proposed ITIP revenue. This is considered a "loan" and Kern COG will need to restore its 40% share from a future county share cycle. **Future Cost Estimate: \$42 M.**

Current STIP Programming (\$ X 1,000)						
RTIP Cycle	Phase	FY	STIP	ITIP	Other	Total
	Environmental					
2012 RTIP	Engineering	15-16		\$1,300	\$1,950	\$3,250
2012 RTIP	Rights-of-Way	16-17		\$3,044	\$4,566	\$7,610
	Construction					
	Total			\$4,344	\$6,516	\$10,860



Legend — KER120105 Highway City Limits

State Route 14 Widening (Segment 2)

State Route 58 – Centennial Corridor Connector

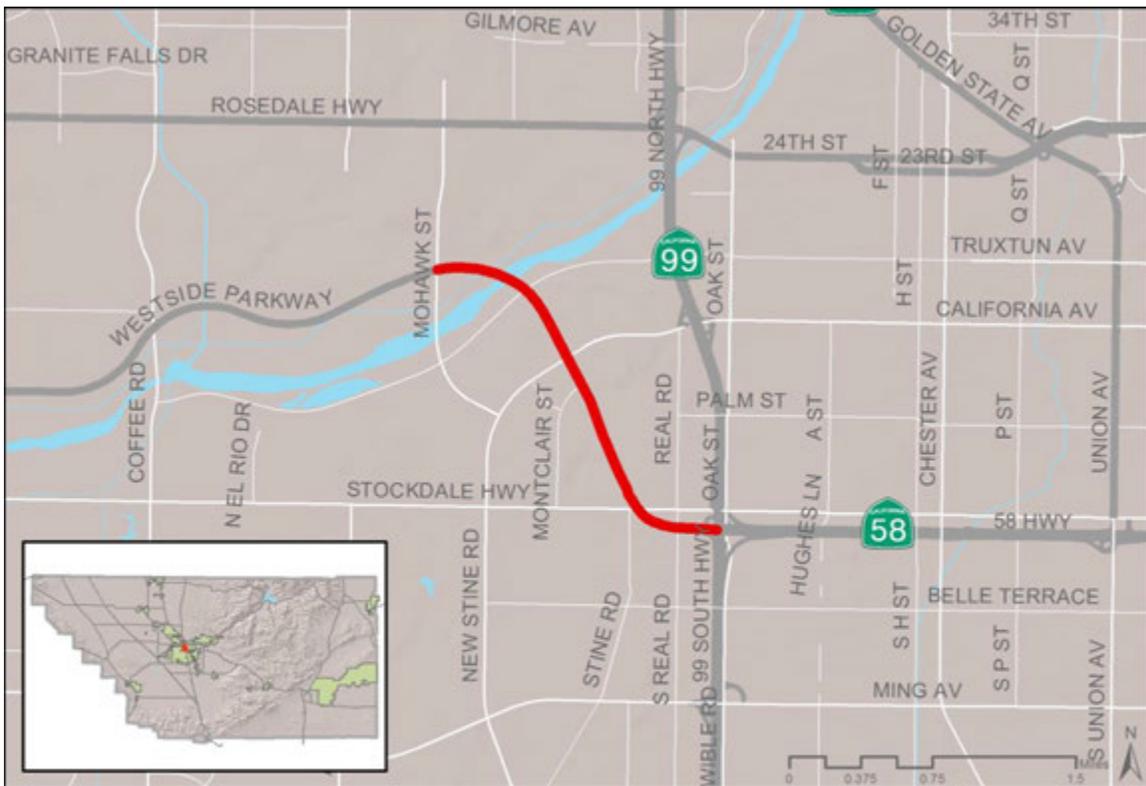
Project Location and Description: This new alignment of State Route (SR) 58 begins at Interstate 5 (PM T31.7) and ends east of Cottonwood Road (PM R55.4) in and near the City of Bakersfield. This project consists of a new freeway alignment from the east terminus of Westside Parkway to SR 99 and operational improvements on the existing SR 58 from SR 99 to east of Cottonwood Road.

Purpose and Need: This project is to construct and ultimately adopt an alignment for SR 58 that will provide interregional and regional conductivity for east-west traffic traveling within metropolitan Bakersfield and Kern County, provide continuity for SR 58 in Kern County, promote economic growth and international/interregional trade by improving linkage between existing segments of the interstate system, reduce commercial and regional commute time through a major freight corridor, improve local east-west circulation and reduce congestion.

Project Status: This project currently is completing the environmental review phase.

Current Revenue Needs: The construction phase includes several funding sources. STIP funding will offset the need for \$173,209,000 in local revenue. \$97,889,932 of the \$271,599,000 is federal earmark.

Current STIP Programming (\$ X 1,000)						
RTIP Cycle	Phase	FY	STIP	ITIP	Other	Total
2014	Construction	17-18	\$33,001		\$271,599	\$304,600
	Total		\$33,001		\$271,599	\$304,600

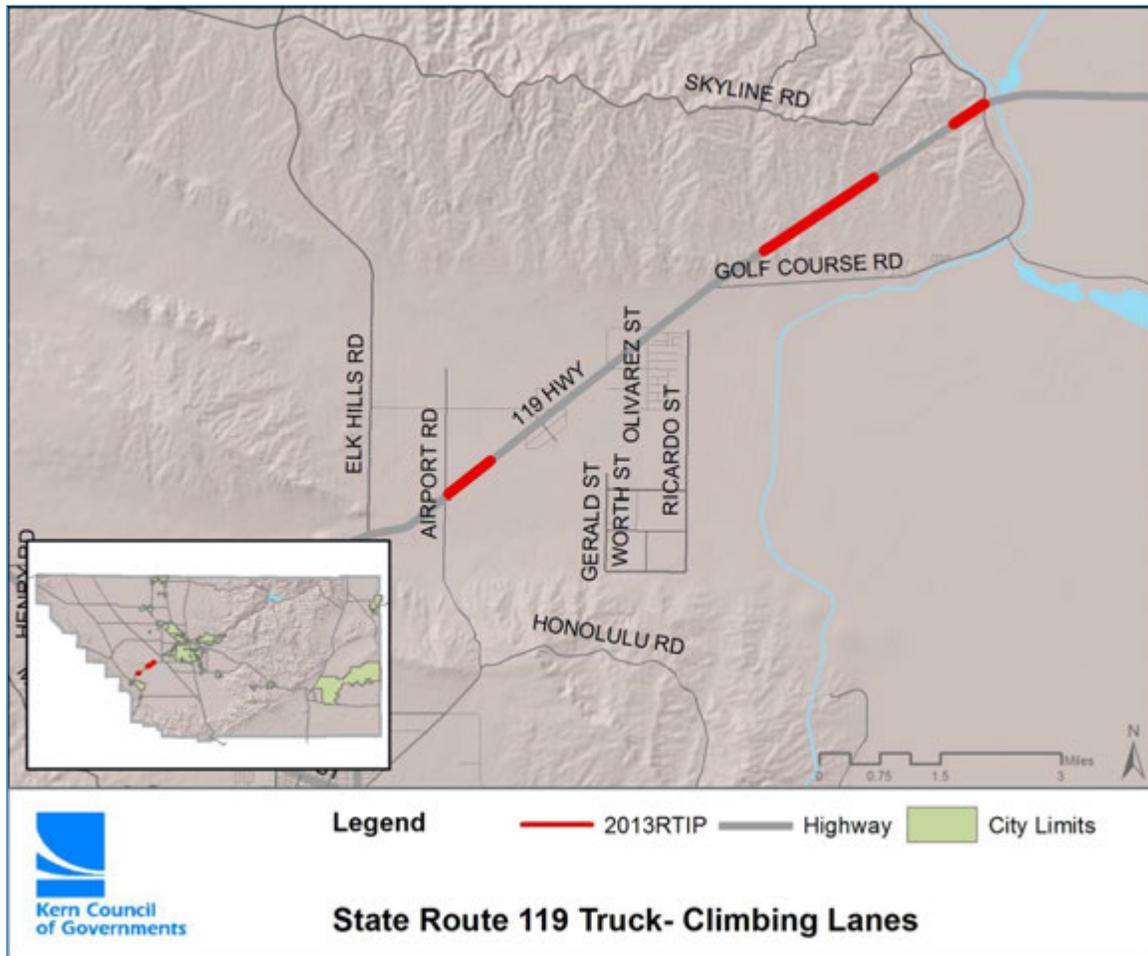


Legend ——— KER050104 ——— Highway ■ City Limits

State Route 58 Centennial Corridor Connector

State Route 119 Truck Climbing Lanes

Project Location and Description: Near Taft, from Cherry Avenue to Tupman Road. Construct eastbound and westbound truck-climbing lanes.						
Purpose and Need: Segments of Route 119 within the project limits are currently operating at a Level of Service (LOS) D and E. Segment 1, from post-mile 5.5 to R9.1, and segment 2, from post-mile R9.1 to R11.6 are currently operating at LOS E.						
Project Status: Project Report in revision to modify project scope from bypass to passing lanes. Design and construction to follow. Rights-of-way to be amended to separate into construction.						
Current Revenue Needs: Initial estimates were considered sufficient. However, additional revenue may be needed for environmental mitigation. A portion of ROW programmed is expected to finance construction. Although not yet delivered this project is expected to start construction this year.						
Current STIP Programming (\$ X 1,000)						
RTIP Cycle	Phase	FY	STIP	ITIP	Other	Total
	Environmental					
	Engineering	12-13	\$400			\$400
2012	Rights-of-Way	14-15	\$5,205			\$5,205
	Construction					
	Total		\$5,605			\$5,605



ATTACHMENT C – Other Significant Transportation Investments in Kern County

Project Description	Program	Year of Construction	Construction Investment	Status
Agency: City of Arvin				
Arvin - SR 223 from Old River Road to Vineland Road - Widen shoulders & install rumble strips	SHOPP	2013-14	\$3,652,000	Completed
Arvin – Bear Mountain Blvd (SR 223) Derby St. – Install traffic signals, railroad crossings, upgrade install new pavement, striping and pavement markers	SHOPP	2016-17	\$965,000	Construction to begin by 2017
Arvin – SR 223/184 construct traffic roundabout	CMAQ	2015-16	\$1,500,000	Construction to begin by 2016
Arvin – Roadway Reconstruction on Varsity Ave. from Comanche Dr. to Campus Dr.	RSTP	2015-16	\$562,698	Construction to begin by 2016

Agency: City of California City				
California City - SR 14 Widen and construct interchange at California City Blvd.	STIP	2005-06	\$62,000,000	Completed
California City - Redwood Blvd./Hacienda Blvd; reconfigure intersection; curb, gutter, raised medians, upgrade signs, striping and pavement markings	HSIP	2013-14	\$411,300	Completed
Boron Area – SR 58 West of Boron Overcrossing to SBDNO County Line – Pavement Rehabilitation	SHOPP	2014-15	\$5,175,000	Construction to begin by 2015
California City - California City Blvd. from Baron Blvd to Wonder Ave. – install safety roadway elements; reflectors, rumble strips, new striping and surface coating	HSIP	2015-16	\$378,700	Construction to begin by 2016
California City – Hacienda Blvd. - Street Rehabilitation	RSTP	2014-15	\$381,698	Construction to begin by 2015
California City – Hacienda Blvd. - Street Reconstruction	RSTP	2015-16	\$317,496	Construction to begin by 2016

Agency: City of Delano				
Delano - SR 155 at Browning Road – Construct Roundabout	SHOPP	2016-17	\$2,962,000	Construction to begin by 2017
Delano - Cecil Ave. / Albany St.; Albany St./15 th Ave.; Albany St./14 th Ave.; Albany St./13 th Ave.; SR 155 (Garces Hwy.)/Austin St.; SR 155/Belmont St.; SR 155/Dover St.; Construct raised crosswalk, bulb-outs, curb ramps; install signs and striping	SRTS	2014-15	\$393,600	Construction to begin by 2015.
Delano – Cecil Ave. at Albany St. upgrade traffic signal and install left-turn phasing	HSIP	2015-16	\$265,600	Construction to begin by 2016
Delano – High St. Resurfacing, Reconstruction and Rehabilitation	RSTP	2015-16	\$678,099	Construction to begin by 2016
Delano – Ellington St. Resurfacing, Reconstruction and Rehabilitation	RSTP	2015-16	\$336,648	Construction to begin by 2016
Delano – Fremont St. Resurfacing, Reconstruction and Rehabilitation	RSTP	2015-16	\$336,241	Construction to begin by 2016

Agency: City of Maricopa				
Maricopa - SR 166 west Of San Emigdio Creek Bridge To Route 166/99 Separation Asphalt Concrete Overlay	SHOPP	2009-10	\$15,900,000	Completed

ATTACHMENT C – Other Significant Transportation Investments in Kern County

Project Description	Program	Year of Construction	Construction Investment	Status
Agency: City of McFarland				
McFarland - SR 99 / 178 Kern Avenue & Sunny Lane Pedestrian Crossings ADA Compliance Upgrades	SHOPP	2015-16	\$12,100,000	Construction to begin by 2015
Near McFarland - SR 99 from Beardsley Canal Bridge To Route 46/99 Separation - Replace Pavement	SHOPP	2010-11	\$88,000,000	Completed
Near McFarland – SR 99 South Of Sherwood Ave to south Of Whisler Road – Construct Rumble Strip	SHOPP	2013-14	\$1,444,000	Completed
McFarland - On Perkins Avenue, Browning Avenue, Kern Avenue, construct sidewalk and curb ramps	SRTS	2012-13	\$286,750	Completed

Agency: City of Ridgecrest				
Ridgecrest - SR 178 from China Lake Blvd To Gemstone Street - Reconstruct Center Median With Raised Center Median	SHOPP	2014-15	\$2,020,000	Under Construction
Near Ridgecrest – SR 178 Red Rock Canyon Bridge #50-0178. Replace bridge	SHOPP	2013-14	\$14,450,000	Completed
Near Ridgecrest - SR 178/395 Sep to Richmond Rd. Asphalt Overlay	SHOPP	2012-13	\$3,265,000	Completed
Johannesburg – U.S. 395 from County line to SR 178 – Pavement Rehabilitation	SHOPP	2014-15	\$8,400,000	Construction to begin by 2015
Ridgecrest - China Lake Blvd/Upjohn Ave; China Lake Blvd. - install traffic signals and curb ramps	HSIP	2013-14	\$361,000	Construction to begin by 2014.
Ridgecrest - China Lake Blvd/Bowman Rd; install traffic signals; construct curb ramps, curb and gutter	HSIP	2014-15	\$440,000	Construction to begin by 2015.
Ridgecrest - Drummond Ave between Downs St and Inyo St; Widen roadway; improve alignment	HSIP	2015-16	\$293,000	Construction to begin by 2016
Ridgecrest - Seven (7) intersections; upgrade traffic signals	HSIP	2014-15	\$426,000	Construction to begin by 2015
Ridgecrest - Twelve (12) intersection (on Norma St, Downs St, Richmond Rd); install signs and pavement markings	HSIP	2014-15	\$528,000	Construction to begin by 2015
Ridgecrest - at various locations; Construct sidewalks, curb ramps, and a bus turnout; install crosswalks, speed feedback signs, and bike lane signs and pavement markings	SRTS	2015-16	\$583,400	Construction to begin by 2016
Ridgecrest – S. China Lake Blvd. Resurfacing	RSTP	2014-15	\$664,744	Construction to begin by 2015

Agency: City of Shafter				
SR 43 in the cities of Shafter and Wasco, at various intersections. Construct pedestrian curb ramps.	SHOPP	2015-16	\$1,206,000	Construction to begin by 2016
SR 43 from 0.3 Mile North Of Los Angeles St To SR 46 - Place Rubberized Hot Mix Asphalt	SHOPP	2010-11	\$13,145,000	Completed
Shafter – Tulare Ave. Resurfacing, Rehabilitation and Reconstruction	RSTP	2014-16	\$482,581	Construction to begin by 2015

ATTACHMENT C – Other Significant Transportation Investments in Kern County

Project Description	Program	Year of Construction	Construction Investment	Status
Agency: City of Taft				
Taft - SR 119 0.2 Miles East Of Weed Creek And 0.3 Miles West Of Lakeview Wash Bridge Widen Shoulders And Overlay	SHOPP	2011-12	\$3,564,000	Completed
Taft - Various locations - Construct curb ramps; install speed feedback signs, in-pavement crosswalk lights, striping and pavement markings	SRTS	2014-15	\$457,400	Construction to begin by 2015
Taft - SR 119 from 119/33 to 119/5 Sep. Br. Maintenance Asphalt Overlay	SHOPP	2012-13	\$1,460,000	Completed
Taft – Church St. Rehabilitation	RSTP	2015-16	\$224,524	Construction to begin by 2016

Agency: City of Tehachapi				
Near Tehachapi, at Sand Canyon Road Bridge No. 50-0345R. Replace bridge	SHOPP	2014-15	\$3,114,000	Construction to begin by 2015
Tehachapi - SR 58 Near Tehachapi At Summit Overhead Replace Bridge Rails and widen intersection	SHOPP	2014/18	\$2,125,000	Construction to begin by 2015
Tehachapi – SR 58 at Cache Creek Bridge – Bridge Replacement	SHOPP	2017-18	\$13,768,000	Construction to begin by 2017
Tehachapi – SR 58 at Broom Road intersection improvements	Minor	2014-15	\$2,914,000	Under Construction
Tehachapi – Tehachapi Blvd. from Steuber Rd. to Monolith St. – install traffic signals, striping, signs, sidewalks, gutters, curbing and ramps and new pavement	HSIP	2016-17	\$1,390,000	Construction to begin by 2017
Golden Hills – On Madre St., Park Rd., Golden Hills Blvd. – construct sidewalks, curb, gutter and ramps	SRTS	2014-15	\$213,000	Construction to begin by 2015
Tehachapi – Tehachapi Blvd. Rehabilitation	RSTP	2015-16	\$355,937	Construction to begin by 2016

Agency: City of Wasco				
Near Wasco - SR 46 at SR 99 Separation Bridge No. 50-0184E. Replace bridge	SHOPP	2015-16	\$21,977,000	Construction to begin by 2016
Wasco and Shafter - SR 43 at various intersections - Construct pedestrian curb ramps	SHOPP	2015-16	\$1,206,000	Construction to begin by 2016
Wasco – 7 th St. Reconstruction	RSTP	2015-16	\$640,928	Construction to begin by 2016

Glossary of Terms:

ATP “Active Transportation Program”

HSIP “Highway Safety Improvement Program”

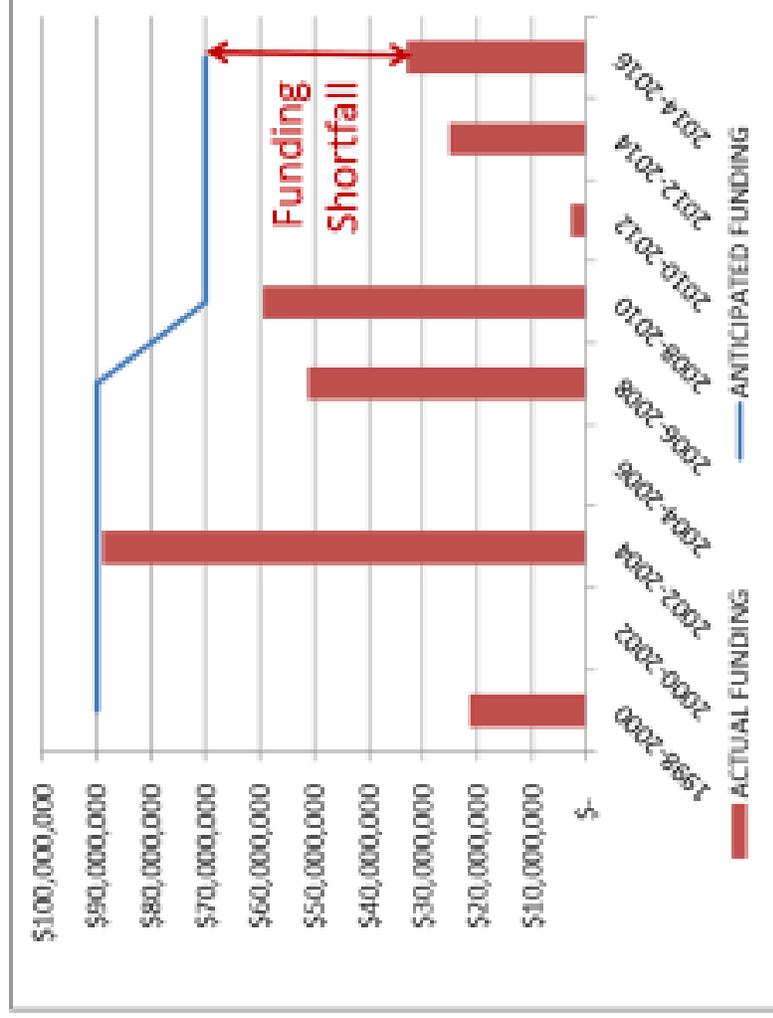
SRTS “Safe Routes to School” Program

SHOPP “State Highway Operations and Protection Program”

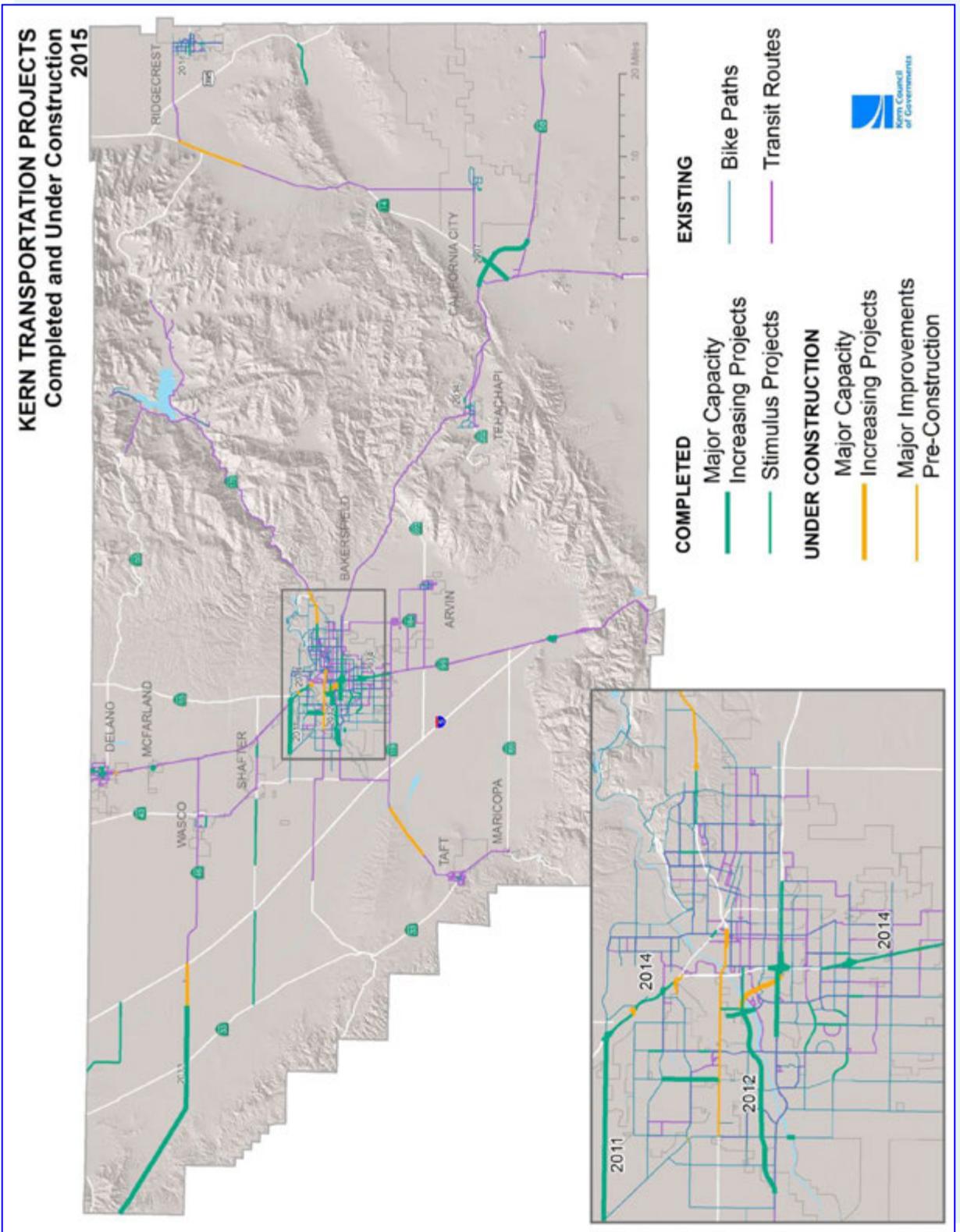
State Transportation Improvement Program for New Road Projects

2-Year Funding Cycles

Kern Regional Transportation Improvement Program (RTIP)



- Kern averages a **\$25 million shortfall per year** because of reduced state and federal funding
- 60% less funding than RTP anticipated in 1998
- \$100+ Million per year need for unfunded new projects



ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 1 OF 11

MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND KERN COUNCIL OF GOVERNMENTS

This Memorandum of Understanding is entered into, by, and between the Inyo County and Mono County Local Transportation Commission (LTC's), and the Kern Council of Governments (Kern COG).

RECITALS

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Government Code Section 29532, and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The Inyo and Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the development of State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395, from the Kern/San Bernardino County line to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR).

As evidence of the cooperation between these three RTPAs, they previously entered into a Memorandum of Understanding in January 1999 and 2001, that provided for the joint funding of certain projects on the CORRIDOR, along with the following other considerations:

1. Forming a coalition consisting of Inyo, Mono, and Kern County RTPAs;
2. Meeting regularly;
3. Developing additional MOUs to define the planning process and the CORRIDOR development plan; and
4. Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR.

The Memorandum of Understandings from January 1999 and 2001 are considered to be updated and merged into one MOU with the approval of this MOU. Since 1999, during coordination meetings between the RTPAs, projects have been identified on the CORRIDOR which they consider to be of mutual benefit and which the three RTPAs wish to jointly fund.

ROLES AND RESPONSIBILITIES

Under this MOU, Inyo, Mono, and Kern County RTPAs agree to pool Regional Improvement Program (RIP) funds (county shares) for the purpose of jointly sponsoring PROJECTS on the CORRIDOR. The RTPAs hereby request the CTC commit Interregional Improvement Program (IIP) funding toward the joint-sponsored PROJECTS.

The RTPAs agree to continue to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed change to project scope, limits, cost and/or schedule must be approved by the California Transportation Commission before becoming effective. The RTPAs agree to not change the scope, limits, cost, and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified below and in Attachment A are complete (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all of the PROJECTS have not been completed or programmed in the 2022 STIP adopted by the CTC. This MOU can only be modified or amended by mutual written consent of all parties. Likewise, future MOUs may be entered into between any or all of the parties notwithstanding this MOU. In the event funding for any of the PROJECTS is not authorized by the CTC, the provisions for funding those PROJECTS contained in this MOU shall become null and void. The 1999 and 2001 MOUs are included for reference purposes as Attachment A.

ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 2 OF 11

MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND KERN COUNCIL OF GOVERNMENTS

PROPOSED PROJECTS AND FUNDING

Proposed PROJECTS selected for joint funding under this MOU include those project components selected since the 2002 STIP that have not been constructed and are as follows:

Widen State Route 14 in Kern County to four lane expressway from P.M. 45.9 to 62.3 – Freeman Gulch project.

- Achieve Project Approval and Environmental Document (completed for all 3 segments).
- Achieve Design Approval (Segment 1 is programmed; Segment 2 programming approved in 2012 STIP; Segment 3 not yet programmed).
- Achieve Construction Approval (Segment 1 construction is programmed; Segments 2 and 3 are not yet programmed).

Widen Highway 395 in Kern County to Four-lane Expressway from P.M. 14.8 to 23 - Inyokern four-lane project.

- Achieve Project Approval and Environmental Document (Status to be determined – project was shelved by KCOG due to lack of funding).

Widen U.S. 395 in Inyo County - Olancha Cartago

A project in Mono County that has yet to be determined and is located on either US 395 or SR 120

Each party recognizes that, while no reciprocal projects are identified in the remaining Counties, the intent is to jointly fund future projects in each County. Attachment BA to this MOU reflects the latest funding needs for the PROJECTS broken out by phase and potential future STIP Cycles to deliver these projects as agreed.

Each party of this MOU agrees to program the remaining phases of these PROJECTS in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during the next STIP cycle if the MOU is terminated. The projects are to be funded as follows:

- 40% by the County RIP in which the PROJECT is located;
- 40% by the State IIP; and
- 10% each by the two remaining County's RIPs.

FREEMAN GULCH PROJECT PROVISIONS

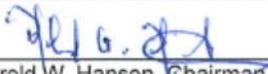
1. Inyo and Mono LTC's agreed to advance funds to the Kern COG by each programming and additional 20% in RIP to the advancement of the Design Phase for this project in the 2012 STIP cycle.
2. As such, Kern COG agrees to reallocate the funds advanced by Inyo and Mono County LTC's in the next available STIP cycle when introducing funding for the Construction Phase of Segment 2 and prior to the introduction of new programming for the Design and Construction Phase of Segment 3.

Inyo, Mono, and Kern County RTPAs have, by separate Resolution or Minute Order authorized their duly appointed officers to execute this agreement.

ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 3 OF 11

MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND KERN COUNCIL OF GOVERNMENTS

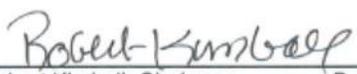
Kern Council of Governments

 DEC 15 2014
Harold W. Hanson, Chairman Date

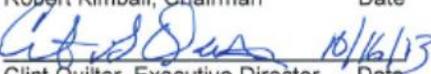
 9-19-15
Phillip W. Hall, Deputy County Counsel Date

 DEC 15 2014
Ahron Hakimi, Executive Director Date

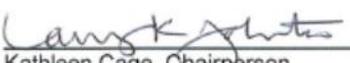
Inyo County Local Transportation Commission

 Date
Robert Kimball, Chairman Date

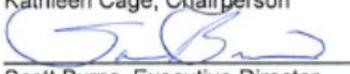
 10/10/13
Dana Crom, Deputy County Counsel Date

 10/16/13
Clint Quilter, Executive Director Date

Mono County Local Transportation Commission

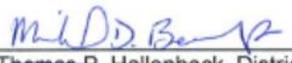
 11/3/14
Kathleen Cage, Chairperson Date

 11/13/14
Marshall Rudolph, County Counsel Date

 11/3/14
Scott Burns, Executive Director Date

CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RIP county shares with IIP funds for the purpose of jointly funding the State Highway Projects as specified in this MOU.

 11/24/2014
Thomas P. Hallenbeck, District Director Date
Caltrans, District 9 (ACT. 16)

 12-15-2014
Shari Bender-Ehlert, District Director Date
Caltrans, District 6

Attachment A

MEMORANDUM OF UNDERSTANDING

BETWEEN

INYO COUNTY LOCAL TRANSPORTATION COMMISSION,
MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND
KERN COUNCIL OF GOVERNMENTS

This Memorandum of Understanding is entered into, by, and between the Inyo County Local Transportation Commission, the Mono County Local Transportation Commission, and the Kern Council of Governments (Kern COG).

RECITALS

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Governments Code Section 29532, and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The RTPAs have been advised that the California Transportation Commission (CTC) is encouraging Regional Transportation Planning Agencies to cooperate in the development of priorities related to the programming of State Transportation Improvement Program (STIP) funds for highway projects. Additional funding is anticipated for programming in the 1998 STIP Amendment.

The Inyo, Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the development of State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395, from Interstate 15 to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR). The RTPAs wish to further consider:

- Forming a coalition consisting of Inyo, Mono and Kern County RTPAs
- Meeting regularly
- Developing additional MOUs to define the planning process and the CORRIDOR development plan
- Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR, to include Highway 120
- At a future date invite San Bernardino RTPA to participate in the coalition and increase the scope to include the development of U.S. 395 from Interstate 15 to the Kern/San Bernardino County line.

ROLES AND RESPONSIBILITIES

Under this MOU, Inyo, Mono and Kern County RTPAs agree to pool Regional Transportation Improvement Program (RTIP) funds (county shares) for the purpose of joint sponsoring PROJECTS on

EXHIBIT O

Attachment A

the CORRIDOR. The RTPAs hereby request the CTC commit Interregional Transportation Improvement Program (ITIP) funding toward the joint sponsored PROJECTS.

The RTPAs agree to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed changes to project scope, limits, cost and/or schedule must be approved by the California Transportation Commission before becoming effective. The RTPAs agree to not change the project scope, limits, cost and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified below are complete (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all of the PROJECTS have not been completed or programmed in the 2008 STIP adopted by the CTC. This MOU can be modified or amended by mutual written consent of all parties. This MOU does not replace or modify any other preexisting MOU between any or all parties. Likewise, future MOUs may be entered into between any or all of the parties not withstanding this MOU. In the event funding is not authorized by the CTC, this MOU shall become null and void.

PROPOSED PROJECTS AND FUNDING

For the 1998 STIP Amendment the proposed components of PROJECTS for joint funding under this agreement are:

- Widen U.S. 395 in Inyo County to four lane expressway from P.M. 30.8 to 41.6- Olancha/Cartago project. Achieve Project Approval and Environmental Document.
- Widen State Route 14 in Kern County to four lane expressway from P.M. 16.2 to 26.3- North Mojave project. Achieve Project Approval and Environmental Document.
- This MOU also incorporates PROJECT(S) to be identified on U.S. 395 and/or State Route 120 in Mono County. Prior to any PROJECTS identified in this MOU being advanced for Plans Specifications and Engineering, Mono County shall identify its PROJECT(S). PROJECT(S) identified by Mono County shall be amended into this MOU and must be agreed to by both the other parties hereto. Mono County's PROJECT(S) must be identified prior to the adoption of the 2002 STIP or this MOU shall be automatically terminated.

Each party of this MOU agrees to program the remaining phases of these projects in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during the next STIP cycle if the MOU is terminated.

Attachment A

The projects are to be funded as follows:

40% by the County RTIP in which the PROJECT is located.

40% by the State ITIP

10% each by the two remaining County's RTIPs

Inyo, Mono, and Kern County RTPAs have, by separate Resolution or Minute Order, authorized their duly appointed officers to execute this agreement.

Kern Council of Governments

Cathy L. Probst 1-11-99
Cathy Probst Date
Chairman

Kirk Perkins 1/8/99
Kirk Perkins Date
Deputy County Counsel

Ron Brummett 1/7/99
Ron Brummett Date
Executive Director

Inyo County Local Transportation Commission

Robert Kimball
Robert Kimball Date
Chairman

Paul Bruce for 1/7/99
Paul Bruce Date
County Counsel

Jeff Jewett 1-7-99
Jeff Jewett Date
Executive Director

Mono County Local Transportation Commission

Joann Ronci 1-7-99
Joann Ronci Date
Chairman

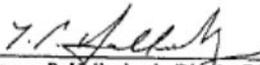
Marshall Rudolph 1/7/99
Marshall Rudolph Date
County Counsel

Scott Burns 1-7-99
Scott Burns Date
Executive Director

Attachment A

CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RTIP county shares with ITIP funds for the purposes of jointly funding the State Highway Projects as specified in the MOU.



Thomas P. Hallenbeck, District Director
Caltrans, District 09

1/7/99
Date



Bart Bohn, District Director
Caltrans, District 06

1/7/99
Date

Attachment A

**MEMORANDUM OF UNDERSTANDING
BETWEEN
INYO COUNTY LOCAL TRANSPORTATION COMMISSION,
MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND
KERN COUNCIL OF GOVERNMENTS**

This Memorandum of Understanding is entered into, by, and between the Inyo County Local Transportation Commission, the Mono County Local Transportation Commission, and the Kern Council of Governments (Kern COG).

RECITALS

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Government Code Section 29532, and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The Inyo and Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the development of State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395, from the Kern/San Bernardino County line to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR).

As evidence of the cooperation between these three RTPAs, they entered into a Memorandum of Understanding in January, 1999 that provides for the joint funding of certain projects on the CORRIDOR, along with the following other considerations:

- Forming a coalition consisting of Inyo, Mono, and Kern County RTPAs
- Meeting regularly
- Developing additional MOUs to define the planning process and the CORRIDOR development plan
- Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR, to include Highway 120

During meetings between the RTPAs additional projects have been identified on the CORRIDOR which they consider to be of mutual benefit and which the three RTPAs wish to jointly fund.

ROLES AND RESPONSIBILITIES

Under this MOU, Inyo, Mono, and Kern County RTPAs agree to pool Regional Improvement Program (RIP) funds (county shares) for the purpose of joint sponsoring PROJECTS on the CORRIDOR. The RTPAs hereby request the CTC commit Interregional Improvement Program (IIP) funding toward the joint sponsored PROJECTS.

The RTPAs agree to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed change to project scope, limits, cost and/or schedule must be approved by the California Transportation

Attachment A

Commission before becoming effective. The RTPAs agree to not change the scope, limits, cost, and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified below are complete (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all of the PROJECTS have not been completed or programmed in the 2012 STIP adopted by the CTC. This MOU can be modified or amended by mutual written consent of all parties. This MOU does not replace or modify any other preexisting MOU between any or all parties. Likewise, future MOUs may be entered into between any or all of the parties notwithstanding this MOU. In the event funding for any of the PROJECTS is not authorized by the CTC, the provisions for funding those PROJECTS contained in this MOU shall become null and void.

PROPOSED PROJECTS AND FUNDING

For the 2002 STIP the proposed components of PROJECTS for joint funding under this MOU are:

- **Widen State Route 14 in Kern County to four lane expressway from P.M. 45.9 to 62.3 – Freeman Gulch project. Achieve Project Approval and Environmental Document.**
- **Widen Highway 395 in Kern County to four lane expressway from P.M. 14.8 to 23 - Inyokern four-lane project. Achieve Project Approval and Environmental Document.**

Each party recognizes that, while no reciprocal projects are identified in the remaining Counties, the intent is to jointly fund future projects in each County.

Each party of this MOU agrees to program the remaining phases of these PROJECTS in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during the next STIP cycle if the MOU is terminated.

The projects are to be funded as follows:

- 40% by the County RIP in which the PROJECT is located
- 40% by the State IIP
- 10% each by the two remaining County's RIPs

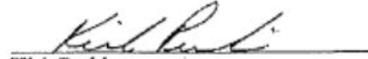
Inyo, Mono, and Kern County RTPAs have, by separate Resolution or Minute Order, authorized their duly appointed officers to execute this MOU.

Attachment A

Kern Council of Governments:

Approved as to form:

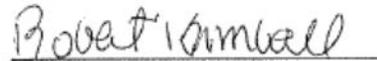

Philip Smith
Chairperson

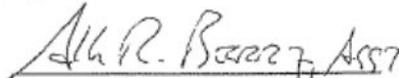

Kirk Perkins
Deputy County Counsel

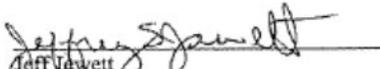

Ronald E. Brummett
Executive Director

Inyo County Local Transportation Commission

Approved as to form:

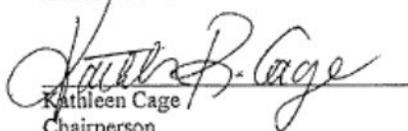

Robert Kimball
Chairman

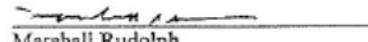

Paul Bruce
County Counsel


Jeff Veyett
Executive Director

Mono County Local Transportation Commission

Approved as to form:

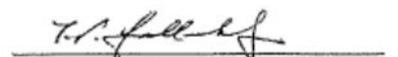

Kathleen Cage
Chairperson

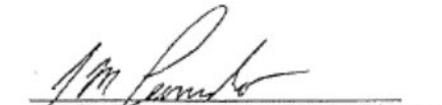

Marshall Rudolph
County Counsel


Scott Burns
Executive Director

CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RIP county shares with IIP funds for the purpose of jointly funding the State Highway Projects as specified in this MOU.


Thomas P. Hallenbeck, District Director
Caltrans, District 9


J. Mike Leonardo, Acting District Director
Caltrans, District 6

ATTACHMENT B

2013 Memorandum of Understanding Between Inyo County, Mono County and Kern County

MOU Programming Summary - (\$ X 1,000) - BOLD - Programmed Italic - Not Yet Programmed							
FY	IIP	Inyo	Kern	Mono	Total	Status	
(Kern) North Mojave 4-Lane							
		\$27,403	\$6,851	\$27,403	\$6,851	\$88,508	Constructed
(Inyo) Olancho Cartago							
		\$49,071	\$49,071	\$12,268	\$12,268	\$122,678	Final Environmental
Environmental	7/8	\$2,749	\$2,749	\$687	\$687	\$6,872	In Progress
Design	12/13	\$2,051	\$2,051	\$513	\$513	\$5,128	Not Started
Rights-of-Way	14/15	\$6,620	\$6,620	\$1,655	\$1,655	\$16,550	Not Started
Construction	17/18	\$37,400	\$37,400	\$9,350	\$9,350	\$93,500	Proposed in 2014 Cycle
(Mono) High Point							
		\$597	\$150	\$150	\$597	\$1,494	Constructed
Environmental	2/3	\$541	\$135	\$135	\$541	\$1,352	Completed
Design	7/8	\$56	\$15	\$15	\$56	\$142	Completed
Since the remainder of this project was delivered in the state highway maintenance program (SHOPP) - (figures below) another project will be selected for Mono County at a future date, as reflected in the MOU.							
Design	11/12					\$1,770	Completed
Rights-of-Way	11/12					\$288	Completed
Construction	11/12					\$20,100	Completed
(Kern) Inyokern							
		\$1,240	\$310	\$1,240	\$310	\$3,100	Shelved
Environmental	2/3	\$1,240	\$310	\$1,240	\$310	\$3,100	
This project is currently shelved but still part of the MOU.							
(Kern) Freeman Gulch Env.							
		\$779	\$195	\$779	\$195	\$1,948	Completed
Environmental	2/3	\$779	\$195	\$779	\$195	\$1,948	
This project was broken into segments to facilitate financing over multiple funding cycles. See segment information below.							
(Kern) Freeman Gulch Seg. 1							
		\$17,955	\$4,489	\$17,955	\$4,489	\$44,888	In Design
Design	12/13	\$1,000	\$250	\$1,000	\$250	\$2,500	In Progress
Rights-of-Way	14/15	\$4,520	\$1,130	\$4,520	\$1,130	\$11,300	Not Started
Construction	16/17	\$12,435	\$3,109	\$12,435	\$3,109	\$31,088	Not Started
(Kern) Freeman Gulch Seg. 2							
		\$19,075	\$3,258	\$19,075	\$3,258	\$44,666	In Design
Design	15/16	\$1,300	\$975	\$0	\$975	\$3,250	In Progress
Rights-of-Way	16/17	\$3,044	\$2,283	\$0	\$2,283	\$7,610	Not Started
Construction	Future	\$14,731	\$0	\$19,075	\$0	\$33,806	
(Kern) Freeman Gulch Seg.3							
		\$21,726	\$5,419	\$21,726	\$5,419	\$54,290	Not Started
Design	Future	\$2,840	\$460	\$2,840	\$460	\$4,600	Not Programmed
Rights-of-Way	Future	\$510	\$225	\$510	\$225	\$1,250	Not Programmed
Construction	Future	\$19,376	\$4,844	\$19,376	\$4,844	\$48,440	Not Programmed
Total :		\$137,846	\$69,743	\$100,596	\$33,387	\$341,572	
		IIP	Inyo	Kern	Mono		County Total
		\$49,071	\$49,071	\$12,268	\$12,268		\$122,678
		\$88,178	\$20,522	\$88,178	\$20,522		\$217,400
		\$597	\$150	\$150	\$597		\$1,494
		\$137,846	\$69,743	\$100,596	\$33,387		\$341,572
		Agency	Outside County	Received in	County		Total Expended by County
		Inyo	\$ 20,672	\$	122,678	\$	69,743
		Kern	\$ 12,418	\$	217,400	\$	100,596
		Mono	\$ 32,790	\$	1,494	\$	33,387

Programming indicated above reflects both advanced phases from previous STIP cycles in addition to future needs. Cost estimates are subject to revision.



March 19, 2015

TO: Transportation Technical Advisory Committee
STIP Project Managers
Interested Persons

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

Joseph Stramaglia,
Regional Planner



SUBJECT: SAVE THE DATES - 2016 RTIP WORKSHOPS

Please make a note of the following dates regarding 2016 Regional Transportation Improvement Program Workshops. Notifications will be sent out as each Workshop approaches. Meeting "in-person" is preferred but a teleconference number will be provided upon request. The purpose of the workshops will be to advise interested parties on the status of regionally significant projects advancing through the STIP, Fund Estimate capacity proposed by the California Transportation Commission and course of action anticipated by Kern COG staff based on the previous RTIP outcomes, current needs and evolving STIP Guidelines.

Scheduled 2016 RTIP Workshop dates are listed below:

- Wednesday July 22, 2015
- Wednesday August 12, 2015
- Wednesday September 23, 2015
- Location: Kern COG Board Room
- Time: 9:30 AM to 11:00 AM.

Kern Council of Governments

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



May 6, 2015

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VIII
PROJECT ACCOUNTABILITY TEAM REPORT

DESCRIPTION:

Report on the status of CMAQ, RSTP, TE, Transit, and TDA Article 3 projects.

DISCUSSION:

On January 3, 2007, the TTAC agreed to meet for monthly project status meetings. This meeting brings to the forefront Congestion Mitigation Air Quality (CMAQ), Regional Surface Transportation Program (RSTP), Transportation Enhancement (TE), and Transit Program project delivery commitments in current and future fiscal years of the Federal Transportation Improvement Program (FTIP). On October 19, 2010, Transportation Development Act (TDA) Article 3 projects were added to the agenda. The forum is ideal to discuss new requirements or announcements such as training opportunities or programming approvals. Caltrans staff is invited to assist project managers and provide updates on specific requests.

HIGHLIGHTS of April 14, 2015 meeting

1. With respect to Active Transportation Program (ATP) projects, be aware that allocation vote requests (and time extensions) must be approved during the state fiscal year (July 1 to June 30). If the project has federal funding, it also requires approval of a request for authorization.
2. On April 16, 2015, the Kern COG Board approved the CMAQ & RSTP call for projects timelines. Workshops will be held: May 12th from 1:30 PM to 3:30 PM & June 16th from 10:00 AM to noon.
3. On April 21, 2015, the 2015 FTIP Amendment No. 6, which included the revised programming for Highway Safety Improvement Program projects and new Transit Program projects, was submitted for approval to state and federal agencies.
4. April 24, 2015 Score Card – 16% of projects have approved funding authorization; 36% is awaiting funding authorization; 48% has not been submitted for funding authorization.

Enclosure: April 14, 2015 Project Accountability Team meeting notes
April 24, 2015 Score Card for fiscal year 14/15
April 24, 2015 FY 14/15 project list
April 24, 2015 TDA Article 3 project list

ACTION: Information.

Project Accountability Team Meeting

Tuesday, April 14, 2015
Meeting held at Kern Council of Governments

Attendees:

Robert Ruiz, Arvin
Navdip Grewal, Bakersfield
John Ussery, Bakersfield
Lynn Brooks, Kern County
Christy Lowe, Taft

Raquel Pacheco, Kern COG
Susanne Campbell, Kern COG
Rochelle Invina, Kern COG
Peter Smith, Kern COG

DRAFT Notes

1. Introductions confirmed attendees.
2. **Active Transportation Program (ATP) Cycle 1 Delivery** – Ms. Pacheco discussed that ATP allocation vote requests and time extension requests must be approved during the state fiscal year which is July 1 to June 30. If the ATP project has federal funding, it also requires approval of a request for authorization.
 - A. Ms. Pacheco noted that allocation vote and time extension requests for projects programmed in FY 14/15 must be submitted to Caltrans by April 27, 2015 for the June California Transportation Commission (CTC) meeting.
 - B. Ms. Pacheco provided copies of the 2015 Preparation Schedule for CTC meetings.
 - C. Ms. Pacheco reported that at the March 26, 2015 CTC meeting, the CTC had approved allocations for projects in fiscal year 15/16.
3. **ATP Cycle 2** – Mr. Smith reported that the ATP Cycle 2 call for projects is underway and the application deadline is June 1, 2015. Please remember that applications are due to Caltrans and Kern COG. ATP Cycle 2 guidelines, application, and workshop schedule are available at <http://www.dot.ca.gov/hq/LocalPrograms/atp/cycle-2.html>. Remember to take into account that ATP projects will need to be programmed in the FTIP. Ms. Pacheco provided tentative FTIP amendment schedules for the statewide ATP competition and the Kern COG ATP competition.
4. **Highway Safety Improvement Program (HSIP) Project Delivery** – Ms. Pacheco provided copies of the March 18, 2015 Caltrans letter regarding the delivery of HSIP projects. She noted that Caltrans has authorized the use of toll credits for Cycle 6 projects: Arvin, California City, Delano, and Tehachapi.
 - A. The Draft 2015 FTIP Amendment No. 6 includes the revisions to the Cycle 6 HSIP projects. The FTIP Amendment No. 6 is expected to be federally approved in June.
5. **Tentative CMAQ and RSTP Call for Projects** – Ms. Pacheco noted that the Kern COG Board would decide on April 16, 2015 to move forward with the Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) call for projects for projects in FY 16/17 and FY 17/18. *Update:* The Kern COG Board approved the timelines for the CMAQ and RSTP call for projects.
6. **Roundtable presentations** – Each agency, represented, gave a project update only if new information was available for 2014-2015 projects. **See updates in the project list attached.**
 - A. **CMAQ Substitution** – Ms. Pacheco discussed that since the CMAQ call for projects will be for projects in FY 16/17 and FY 17/18, the CMAQ Substitution projects will likely need to have request for authorization approval in early 2016. Agencies need to evaluate if they will be able to get approval in time or if they need to re-apply as part of the new call for projects.

- B. Caltrans Local Assistance Workshop Topics** – Ms. Pacheco requested topics for a future Caltrans Local Assistance workshop that is tentatively set for May 12th. Ms. Pacheco noted that she had already requested Caltrans Local Assistance give an update on a previous topic discussed in November: categorical exclusions. A new topic requested was to discuss Caltrans Local Assistance view on processing the preliminary engineering phase that has local funds only.
7. **TDA Article 3 Project Status** – Each agency, represented, gave a project update only if new information was available for the project list. **See updates in the project list attached.**
8. **Announcements** – The May 19, 2015 Project Accountability Team meeting is cancelled due to the Kern COG Certification Review.
9. **Conclude Meeting / Next meeting** – June 16, 2015 at Kern COG

April 24, 2015

TO: TTAC Members and Project Managers

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco, Regional Planner

RE: Monthly Project Delivery Score Card



Federal Transportation Improvement Program

FY 2014-15	No. of Projects	Federal/State \$ in FY 14/15		% of funding
		Preliminary Engineering	Construction	
RSTP	16	\$44,133	\$10,320,985	
CMAQ	17	\$270,743	\$9,630,477	
TE	4	\$0	\$1,832,000	
Transit	2	\$0	\$10,942,480	
Totals	39	\$314,876	\$32,725,942	100%

1. Not Submitted	No. of Projects	Preliminary Engineering	Construction	% of funding
RSTP	2	\$8,853	\$228,000	
CMAQ	4	\$0	\$4,498,298	
TE	0	\$0	\$0	
Transit	2	\$0	\$10,942,480	
Total	8	\$8,853	\$15,668,778	48%

2. Submitted	No. of Projects	Preliminary Engineering	Construction	% of funding
RSTP	9	\$0	\$6,167,065	
CMAQ	10	\$202,008	\$4,644,455	
TE	2	\$0	\$971,000	
Transit	0	\$0	\$0	
Total	21	\$202,008	\$11,782,520	36%

3. State/Federal Approvals	No. of Projects	Preliminary Engineering	Construction	% of funding
RSTP	5	\$35,280	\$3,925,920	
CMAQ	3	\$68,735	\$487,724	
TE	2	\$0	\$861,000	
Transit	0	\$0	\$0	
Total	10	\$104,015	\$5,274,644	16%

Federal Transportation Improvement Program - Fiscal Year 2014/2015
RSTP, CMAQ, TE, Transit

Lead	PIN	Project No./ Grant No.	Description	Federal FY 14/15 PE	Federal FY 14/15 CON	FY 14/15 Total	Date Expect to Submit	Note
Arvin	KER140401	STPL-5370(026)	IN ARVIN: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Varsity Ave)	\$0	\$47,443	\$53,590	PE-done	3
Bakersfield	KER140402	STPL-5109(215)	IN BAKERSFIELD: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Gosford Rd)	\$0	\$3,810,999	\$4,304,755	CON-done	3
Bakersfield	KER140507	CML-5109(214)	IN BAKERSFIELD: GROUPED PROJECTS FOR SAFETY IMPROVEMENTS (Harris Rd)	\$0	\$301,000	\$340,000	Oct 2014	3
Cal. City	KER140403	STPL-5399(024)	IN CALIFORNIA CITY: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Hacienda Blvd: Redwood)	\$0	\$38,922	\$43,965	Jan 2015	3
Delano	KER140404	STPL-5227(052)	IN DELANO: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (High St, Ellington St, Fremont St)	\$0	\$61,971	\$70,000	Jan 2015	3
GET	KER140502	FTACML-6013(020)	IN BAKERSFIELD: ON DON HART DR EAST AND KROLL WAY; CONSTRUCTION OF PUBLIC TRANSIT CENTER	\$115,960	\$0	\$130,985	June 2015	A
GET	KER140804		IN BAKERSFIELD: PREVENTIVE MAINTENANCE	\$0	\$10,742,480	\$13,428,100		1
GET	KER140806		IN BAKERSFIELD: FIFTEEN BUS SHELTERS	\$0	\$200,000	\$250,000		1
KCOG	KER140414	STPLNI-6087(047)	IN KERN COUNTY: REGIONAL TRAFFIC COUNT PROGRAM	\$0	\$79,677	\$90,000	Jan 2015	3
KCOG	KER140501	CMLNI-6087(048)	IN KERN COUNTY: RIDESHARE PROGRAM	\$0	\$186,724	\$210,917	Jan 2015	3
KCSS	KER140505		IN BAKERSFIELD: CNG FUELING STATION EXPANSION	\$0	\$1,222,230	\$1,388,910	June 2015	1
Kern Co.	KER121002		IN RIDGECREST: COLLEGE HEIGHTS BLVD FROM DOLPHIN AVE TO CERRO COSO COMMUNITY COLLEGE; CONSTRUCT PEDESTRIAN PATH AND LANDSCAPE IMPROVE	\$0	\$377,000	\$425,000	May CTC	2a
Kern Co.	KER121004	RPSTPLE-5950(383)	IN TEHACHAPI: TEHACHAPI CUMMINGS WATER DISTRICT PROPERTY FROM HIGHLINE RD TO VALLEY BLVD; CONSTRUCT BIKE/PEDESTRIAN PATH	\$0	\$396,000	\$504,000	CON-done	3
Kern Co.	KER140405	STPCML-5950(392)	IN KERN COUNTY: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Old River Rd, Rowlee Rd)	\$0	\$5,879,762	\$6,641,762	April 2015	2
NOTES	Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved. 2a. Allocation request to CTC. A. Amendment pending							

Federal Transportation Improvement Program - Fiscal Year 2014/2015
RSTP, CMAQ, TE, Transit

Lead	PIN	Project No./ Grant No.	Description	Federal FY 14/15 PE	Federal FY 14/15 CON	FY 14/15 Total	Date Expect to Submit	Note
Kern Co.	KER140504		IN KERN COUNTY: PURCHASE FOUR REPLACEMENT CNG COACHES	\$0	\$1,830,374	\$2,067,518	April 2015	1
Kern Co.	KER140506	CML-5950(386) CML-5950(385)	IN BAKERSFIELD: GROUPED PROJECTS FOR INTERSECTION SIGNALIZATION (Snow Rd at Coffee, Snow Rd at Calloway)	\$0	\$480,000	\$600,000	March 2015	2
Kern Co.	KER140509	CML-5950(387) STPCML- 5950(392) CML-5950(393)	IN KERN COUNTY: GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS (Buena Vista Blvd, Old River Rd, Rowlee Rd, Heath Rd, Renfro Rd, Holloway Rd, Banducci Rd)	\$0	\$5,610,149	\$6,900,000	June 2015	2,1
McFarland	KER140406	STPL-5343(007)	IN MCFARLAND: KERN AVE: 2ND ST TO 3RD ST; LANDSCAPING AND PEDESTRIAN IMPROVEMENTS	\$35,280	\$0	\$39,851	Jan 2015	3
McFarland	KER140510	CML-5343(006)	IN MCFARLAND: ALONG ELMO HWY AND BROWNING RD; PAVE SHOULDERS AND INSTALL CLASS II BIKE LANE FACILITIES	\$28,428	\$0	\$32,112	Jan 2015	3
Ridgecrest	KER140407	STPL-5385(056)	IN RIDGECREST: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (S. China Lake: Bowman to College Heights)	\$0	\$89,503	\$101,100	Jan 2015	3
Ridgecrest	KER140512	CML-5385(055)	IN RIDGECREST: NORTH WARNER ST FROM DRUMMOND AVE TO WEST HOWELL AVE; SURFACE UNPAVED STREET	\$40,307	\$0	\$45,530	PE-done	3
Shafter	KER140408		IN SHAFTER: GROUPED PROJECT FOR NON-CAPACITY WIDENING (NO ADDITIONAL TRAVEL LANES) (Tulare Ave)	\$0	\$228,000	\$277,000	April 2015	1
State	KER140410		IN MARICOPA: SR 33 AT STANISLAUS ST; INSTALL RECTANGULAR RAPID FLASHING BEACON NEAR PEDESTRIAN CROSSING	\$8,853	\$0	\$10,000	April 2015	1
Taft	KER121008	RPSTPLE- 5193(036)	IN TAFT: SUNSET RAILROAD CORRIDOR FROM 2ND ST TO SR 119; CONSTRUCT BIKE/PEDESTRIAN PATH	\$0	\$594,000	\$671,000	Aug 2014	2
Taft	KER140411	STPL-5193(038)	IN TAFT: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Church St)	\$0	\$17,230	\$19,823	Jan 2015	3
NOTES	Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved. 2a. Allocation request to CTC. A. Amendment pending							

**Federal Transportation Improvement Program - Fiscal Year 2014/2015
RSTP, CMAQ, TE, Transit**

Lead	PIN	Project No./ Grant No.	Description	Federal FY 14/15 PE	Federal FY 14/15 CON	FY 14/15 Total	Date Expect to Submit	Note
Taft	KER140513	CML-5193(037)	IN TAFT: SUPPLY ROW ST BETWEEN S 4TH ST AND S 6TH ST; CONSTRUCT PARK-AND-RIDE	\$86,048	\$0	\$97,197	Jan 2015	3
Tehachapi	KER121009	RPSTPLE-5184(022)	IN TEHACHAPI: TEHACHAPI BLVD FROM SNYDER AVE TO DENNISON RD; CONSTRUCT SIDEWALK, PEDESTRIAN LIGHTING, & LANDSCAPE IMPROVEMENTS	\$0	\$465,000	\$529,000	Nov 2014	3
Tehachapi	KER140412	STPL-5184(024)	IN TEHACHAPI: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Tehachapi Blvd)	\$0	\$20,890	\$24,000	PE-done	3
Wasco	KER140413	STPL-5287(038)	IN WASCO: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (7th St and Central Ave)	\$0	\$46,588	\$52,625	PE-done	3
Various	KER110601		GROUPED PROJECTS FOR SAFETY IMPROVEMENTS -HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP). [Ridgecrest]					
		HSIPL-5385(049)	Ridgecrest: China Lake Blvd/Bowman Rd	\$0	\$369,000	\$410,000	PE - done CON - June	3,2
		HSIPL-5385(050)	Ridgecrest: Drummond Ave	\$0	\$223,200	\$248,000	PE - done CON - Aug	3,1
Various	KER110602		GROUPED PROJECTS FOR SAFETY IMPROVEMENTS -SAFE ROUTES TO SCHOOL FEDERAL PROGRAM. [Kern County]					
		SRTSL-5950(388)	Kern County: Various locations SRTS3-06-007	\$0	\$263,000	\$263,000		2
Various	KER140601		GROUPED PROJECTS FOR SAFETY IMPROVEMENTS -HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP). [Arvin, California City, Delano, Tehachapi]					
		HSIPLN-5370(025)	Arvin: Bear Mountain/Derby HSIP6-06-001	\$0	\$488,700	\$543,288	PE- done	3,1,A
		HSIPL-5399(023)	California City: California City Blvd HSIP6-09-001	\$0	\$340,750	\$378,700	PE- done	3,2,A
		HSIPL-5227(047)	Delano: Cecil Ave/Albany St HSIP6-06-004	\$0	\$239,000	\$265,600	PE- done	3,1,A
		HSIPL-5184(023)	Tehachapi: HSIP6-09-002	\$0	\$1,088,900	\$1,210,000	PE- done	3,1,A

Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved.
2a. Allocation request to CTC.

NOTES A. Amendment pending

Transportation Development Act Article 3 Program

Project Status

Status Code: 1=Not Started 2=Under Construction 3=Completed

Jurisdiction	Auth. Date	Auth Order	Project Name	Funding	Status Code	
Arvin	9/19/2013	MO#13-03	Bike Rack	\$1,000	1	
Arvin	9/18/2014	MO#14-04	Pedestrian Improvements at DiGiorgio Park	\$44,200	1	
Bakersfield	9/18/2008	MO#08-06	Bike Bakersfield Safety Program	\$42,000	2	On-going
Bakersfield	9/20/2012	MO#12-03	Ped Improve on Columbus from River to Haley (I of II)	\$0	3	Completed, billing competed June 6, 2014 \$26,892
Bakersfield	9/20/2012	MO#12-03	Ped Improve on Brundage from Oleander to "H" (I of II)	\$0	3	Completed, billing competed June 6, 2014 \$20,733
Bakersfield	9/19/2013	MO#13-03	Ped Improve on Columbus from River to Haley (II of II)	\$0	3	Completed, billing competed June 6, 2014 \$60,008
Bakersfield	9/19/2013	MO#13-03	Ped Improve on Brundage from Oleander to "H" (II of II)	\$0	3	Completed, billing competed June 6, 2014 \$46,267
Bakersfield	9/19/2013	MO#13-03	Bike Lane on Akers btwn McKee-Wilson (I of II)	\$112,149	3	Billed \$69,749.24 October 24, 2014 Processed
Bakersfield	9/18/2014	MO#14-04	Bike Lane on Akers btwn McKee-Wilson (II of II)	\$111,051	2	Under Construction
Bakersfield	9/18/2014	MO#14-04	Bike Lane on Haggin Oaks from Ming to Camino Media	\$12,500	2	Under Construction
Bakersfield	9/18/2014	MO#14-04	SW bike lanes on Various Streets (I of III)	\$48,333	2	Under Construction
Bakersfield	9/18/2014	MO#14-04	Bike Lanes on Stockdale Highway from Renfro to Allen Road	\$25,100	2	Awarded
Bakersfield	9/18/2014	MO#14-04	Bike Lanes on Snow Road from Allen to Norris Road	\$25,200	2	Awarded
Bakersfield	9/18/2014	MO#14-04	Countdown heads at 50 locations (I of III)	\$79,060	2	Construction contract awarded, awaiting start
California City	9/20/07	MO#07-03	Bike Safety Program	\$1,000	1	
California City	10/15/09	MO#09-01	Hacienda Blvd Phase 1 (I of II)	\$0	3	Completed, Billing Paid \$132,082
California City	10/21/2010	MO#10-03	Hacienda Blvd Phase 1 (II of II)	\$0	3	Completed, Billing Paid \$132,082
California City	10/21/2010	MO#10-03	Hacienda Blvd Phase 2	\$0	3	Completed, Billing Paid \$175,000
				\$1,000		
Delano (No Projects)						
Kern County	9/15/2011	MO#11-01	West Side SR 184 Ped Path DiGiorgio to Collison (I of III)	\$87,000	2	Construction anticipated in Spring 2014
Kern County	9/20/2012	MO#12-03	Ped Improve on Niles from Virginia to Oswell (I of III)	\$51,862	1	Construction anticipated in Fall 2014
Kern County	9/20/2012	MO#12-03	Oak Creek Bikepath from Koch to Deaver (II of II)	\$0	3	Completed Pmt rec'd 8/24/2013 \$135,000
Kern County	9/20/2012	MO#12-03	West Side SR 184 Ped Path DiGiorgio to Collison (II of III)	\$87,000	2	Construction anticipated in Spring 2014
Kern County	9/19/2013	MO#13-03	West Side SR 184 Ped Path DiGiorgio to Collison (III of III)	\$87,000	2	Construction anticipated in Spring 2014
Kern County	9/19/2013	MO#13-03	Ped Improve on Niles from Virginia to Oswell (II of III)	\$146,507	2	Construction anticipated in Fall 2014
Kern County	9/19/2013	MO#13-03	Ped on Niles btwn Lynwood and Morning (I of II)	\$15,000	1	Construction anticipated in Fall 2014
Kern County	9/18/2014	MO#14-04	Ped on Niles btwn Lynwood and Morning (II of II)	\$100,000		
Kern County	9/18/2014	MO#14-04	Ped Improve on Niles from Virginia to Oswell (III of III)	\$146,507		
Maricopa	9/15/2011	MO#11-01	Bike Safety Program	\$1,000	1	
McFarland	9/19/2013	MO#13-03	Bike Safety Projgram	\$1,000	1	Billed 923.99 September 24, 2014, In Process
McFarland	9/19/2013	MO#13-03	Bicycle Parking	\$1,000	1	Billed \$995.16 September 24, 2014 In Process
McFarland	9/18/2014	MO#14-04	Bicycle Parking	\$1,000	1	
McFarland	9/18/2014	MO#14-04	Bike Safety Projgram	\$1,000	1	
McFarland	9/18/2014	MO#14-04	Bike lanes on Mast Street and on Taylor Street	\$24,150	1	
Ridgecrest	9/20/2012	MO#12-03	Bowman Road Bikepath on Richmond (I of II)	\$106,275	2	Project going to design
Ridgecrest	9/19/2013	MO#13-03	Bowman Road Bikepath on Richmond (II of II)	\$156,109	2	

Transportation Development Act Article 3 Program

Project Status

Status Code: 1=Not Started 2=Under Construction 3=Completed

Jurisdiction	Auth. Date	Auth Order	Project Name	Funding	Status Code
Shafter	10/15/2009	MO#09-01	SR 43 Sidewalks from Meyer Ave to Tulare (I of III)	\$25,617	1 Awaiting funding phasing
Shafter	9/20/2012	MO#12-03	SR 43 Sidewalks from Meyer Ave to Tulare (II of III)	\$79,264	1 Awaiting funding phasing
Shafter	9/19/2013	MO#13-03	SR 43 Sidewalks from Meyer Ave to Tulare (III of III)	\$79,264	1
Taft	10/15/2009	MO#09-01	Sunset Railway Rails to Trails Phase 2 (I of III)	\$85,190	2 In Design Billed \$41,493.63 on May 31, 2012
Taft	10/21/2010	MO#10-03	Sunset Railway Rails to Trails Phase 2 (II of III)	\$139,716	2 In Design
Taft	9/15/2011	MO#11-01	Bike Rack at Oil Monument	\$1,000	3 Completed
Taft	9/15/2011	MO#11-01	Sunset Railway Rails to Trails Phase 2 (III of III)	\$139,716	2 In Design
Taft	9/19/2013	MO#13-03	Bike Rack	\$1,000	1
Tehachapi	10/15/2009	MO#09-01	Bicycle Parking Rack	\$1,000	3 Completed, awaiting billing
Tehachapi	10/15/2009	MO#09-01	Bicycle Safety Program	\$1,000	3 Completed, awaiting billing
Tehachapi	10/21/2010	MO#10-03	Bike Rack at Manzanita Park	\$1,000	3 Completed, awaiting billing
Tehachapi	10/21/2010	MO#10-03	Davis Street Sidewalk	\$55,000	2 In Design
Tehachapi	9/20/2012	MO#12-03	Bicycle Master Plan Implementation Phase I	\$160,000	1
Tehachapi	9/20/2012	MO#12-03	Bicycle Safety Program	\$1,000	1
Tehachapi	9/20/2012	MO#12-03	Bicycle Parking Rack	\$1,000	1
Tehachapi	9/19/2013	MO#13-03	Bike Locker at airport	\$2,400	3 Paid Invoice June 6, 2014
Tehachapi	9/18/2014	MO#14-04	Class I bikepath on N. Tehachapi Bvd from Hayes to E. of Stuber (I of III)	\$121,158	1
Wasco	9/15/2011	MO#11-01	Bike Safety Program	\$1,000	3 Partial Payment of \$497 on June 6,2014
Wasco	9/20/2012	MO#12-03	Pedestrian Improvements on 7th Street	\$23,507	3 Completed and paid.
Wasco	9/20/2012	MO#12-03	Bike Safety Program	\$1,000	1
Wasco	9/18/2014	MO#14-04	Bike Safety Program	\$1,000	1

Current as of April 24, 2015



May 6, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi
Executive Director

By: Peter Smith
Regional Planner

SUBJECT: TTAC AGENDA ITEM: IX
CALL FOR PROJECTS: TRANSPORTATION DEVELOPMENT ACT ARTICLE
3 PROGRAM

DISCRIPTION:

The Kern Council of Governments, acting in the capacity of the state-designated Regional Transportation Planning Agency, administers funding for the Transportation Development Act Article 3 Program (Article 3). Article 3 funds are used to pay for bicycle and pedestrian safety programs, bicycle parking facilities, bicycles travel facilities and pedestrian facilities. Approximately \$792,604 is available for distribution, with \$386,712 obligated from previous funding cycles. \$405,892 is available for new proposals.

Additionally, the limit for bicycle parking facilities has been increased to \$3,000 annually per eligible jurisdiction, with a bicycle parking program limit of \$36,000 annually for all eligible jurisdictions. Bicycle Parking Facilities remain a First Priority expenditure category in the Article 3 program.

DISCUSSION:

Eligible claimants of Article 3 funding are the eleven incorporated cities within Kern County and the County Kern. Each project proposal must be submitted on forms provided by the Kern Council of Governments. Proposal deadline is 5:00 PM Wednesday July 15, 2015. Applications are included with this staff report and are available at www.kerncog.org

ACTION: Information

Kern Council of Governments

Transportation Development Act-Article 3 Bicycle and Pedestrian Facilities Claim

I. General Information

- A. Eligible Claimants:** The County of Kern and the incorporated cities of Arvin, Bakersfield, California City, Delano, Maricopa, McFarland, Ridgecrest, Shafter, Taft, Tehachapi and Wasco.
- B. Filing Deadline:** Article 3 claims must be filed on or before Wednesday July 15, 2015 Claims will not be considered filed until all forms, documents and supporting information have been received at the offices of the Kern Council of Governments.
- C. Claim Guidelines:** Claims shall be filed in accordance with California Public Utilities Code Section 99234, associated California Department of Transportation administrative regulations and Kern Council of Governments Transportation Development Act Rules and Regulations.
- D. Claim Format:** Claims shall be filed on the forms prescribed by the Kern Council of Governments.
- E. Funding Priorities:**
- First Priority:** Bicycle Parking Facilities and Bicycle Safety Programs.
- Second Priority:** After all claims for First Priority projects have been satisfied the remaining funding shall be divided seventy (70%) percent to bicycle travel facilities projects and thirty (30%) to pedestrian projects. Projects proposed for funding will be evaluated either as a bicycle travel facility project, or as a pedestrian project, according to identification of the project by the submitting agency.
- F. Claimant Funding Limitation:** Not more than forty (40) percent of the available annual apportionment shall be approve for allocation to any single claimant, unless all other claims filed for the same period have been satisfied. Projects must be completed within three (3) years of funding allocation. If the project is not completed within the three (3) year time period the funding allocation will lapse, and any funding disbursed for the project will be refunded to the Kern Council of Governments and added to the unallocated funding pool. The funding will be reallocated in the next program funding cycle.
- G. Claiming Allocations:** The Kern Council of Governments must be notified, in writing,

not more than thirty (30) days prior to project initiation requesting transfer of funds to the claimant. Supporting documentation (such as an executed construction contract, sales receipt, etc.) substantiating the claim must be provided at that time.

II. Part 1-Claimant Information

Provide agency identification and contact location. Identify a single representative to act as the liaison with the Kern Council of Governments on ALL matters related to this claim.

Part 2-Financial Assurances

Have the individual authorized by the claimant's governing body to approve the execution and filing of the claim and the individual responsible for the financial information sign and date the claim form.

III. Facilities/Project Description

IV. Project Evaluation Worksheet

- A. Bicycle Parking Facility and Bicycle Safety Program Criteria
- B. Bicycle Travel Facility Criteria
- C. Pedestrian Facility Criteria

Bicycle and Pedestrian Facilities Claim
II. Part I
Claimant Information
(include this sheet with each application)

A. Claimant

Agency: _____

Mailing Address: _____

Office Address: _____

City/State/Zipcode: _____

Telephone: _____ FAX: _____ E-mail: _____

B. Contact Person

Name: _____

Title: _____

Department: _____

Office Address: _____

City/State/Zipcode: _____

Telephone: _____ FAX: _____ E-mail: _____

Bicycle and Pedestrian Facilities Claim

II. Part 2

Financial Assurances

(include this sheet with each application)

Claimant: _____

Fiscal Year _____

A. Claim: Claimant hereby claims, subject to the approval of the Kern Council of Governments, Local Transportation Funds apportioned pursuant to California Public Utilities Code Section 99233.3 in the amount of \$_____.

B. Compliance Assurances: Claimant hereby certifies that as a condition of receiving funds pursuant to California Public Utilities Code Section 99234 it will ensure that:

1. All funds will be expended in compliance with the requirements of Public Utilities Code Section 99234, applicable California administrative regulations and the Kern Council of Government’s Transportation Development Act Rules and Regulations.
2. All funds will be expended in accordance with project description(s) and budget(s) describe in this claim, attached hereto and made a part hereof, by this reference.

These assurances are given in consideration and for the purpose of obtaining funds apportioned for bicycle and pedestrian uses pursuant to Public Utilities Code, Division 10, Part 11, Chapter 4 of the State of California.

The person whose signature appears below has been authorized to provide the assurances cited above and prepare, submit and execute this claim on behalf of the claimant.

By: _____
Signature

Date: _____

Title: _____

C. Financial Assurances: I hereby attest to the reasonableness and accuracy of the financial information presented in this claim on behalf of the claimant and assure that the funds will be expended in accordance with the proposed budget.

By: _____
Signature

Date: _____

Title: _____

Transportation Development Act Article 3 Program
Bicycle and Pedestrian Facilities Claim
Part III
Facilities/Project Description
(Include this sheet with each project proposal)

A. Project Title: _____

B. Project Description: _____

C. Location: _____

D. When will this project be completed? _____

E. What agency is responsible for maintenance of this project? _____

F. Budget:

Design and Engineering \$ _____

Construction \$ _____

Equipment and Installation \$ _____

Other (Specify) _____ \$ _____

TOTAL COST \$ _____

Transportation Development Act Article 3 Program
Bicycle and Pedestrian Facilities Claim
Part V. Project Evaluation
Bicycle Parking Facility Criteria

A. Location where the bicycle rack or bicycle locker will be installed: _____

B. Currently Available Parking Spaces at the Project Location:

Automobile _____

Bicycle _____

C. Maximum Funding:

Each eligible jurisdiction may claim up to \$3,000 annually. Total program funding for bicycle parking shall not exceed \$36,000 annually.

Part V. Project Evaluation
Bicycle Safety Program

A. Proposed activities for this bicycle safety program: _____

B. Maximum funding will be \$1,000

Transportation Development Act Article 3 Program
 Bicycle and Pedestrian Facilities Claim
Part V. Project Evaluation
Bicycle Travel Facilities Criteria

A. PLANNING AND DESIGN

1. The proposed facility must conform to the Highway Design Manual, Chapter 1000, Bikeway Planning and Design Criteria.

B. SAFETY

1. There have been _____ accidents involving bicycles in the corridor to be served by the proposed facility during the last three (3) years.

1a. Source of information concerning accidents: _____

<u>Facility Class</u>	<u>Accident Range</u>	<u>Points</u>
II & III	0-2	5
II & III	3-5	10
II & III	6 or more	15
I	Not Applicable	15

2. The most recent count of average daily traffic on the corridor proposed for the bicycle travel facility is _____ ADT.

2a. Source of information on Average Daily Traffic: _____

<u>Facility Class</u>	<u>Average Daily Traffic</u>	<u>Points</u>
II & III	Less than 2,000	5
II & III	2,001 to 8,000	10
II & III	8,001 to 15,000	15
II & III	More than 15,000	20

I Not Applicable 20

3. Existing facilities standards

Existing facility complies with all Caltrans design and operational standards 0 points

Existing facility has some Caltrans design and operational deficiencies (i.e. narrow shoulder, high traffic volumes, etc.) 2 points

Existing facility is unsafe according Caltrans design standards (i.e. no shoulder, bicycles and pedestrians in travel way, etc.) 5 points

B: SAFETY TOTAL _____

C: NEED

1. The proposed project is within 1/4 mile (1,320 feet) of the following attractions:

<u>Number</u>	<u>Attraction Type</u>	<u>Points</u>	<u>Number X Points</u>
_____	School	6	_____
_____	Commercial Center	5	_____
_____	Office/Industrial Sites	5	_____

Note: The number of schools and other attractions within the 1/4 mile (1,320 foot) corridor shall be allocated points on the following basis:

Schools: 6 points each (no limit)

Commercial Centers: 5 points per 10,000 square feet of store area. (Maximum 20 points)

Office/Industrial Sites: 5 points per 20 employees per each site. (Maximum 20 points)

C: NEED TOTAL _____

D: SYSTEM IMPROVEMENT AND CONTINUITY

1. Does the proposed project eliminate gaps in the bikeway system or serves as a link between communities or other systems?

Yes 10 points

No 0 points

2. Does the proposed project upgrade the bicycle travel facility system in any of the following manners?

<u>Description</u>	<u>Facility Class</u>	<u>Points</u>
Eliminates on-street parking	III	10
Provide a physical barrier for bicycles	II	10
Separates bicycles from automobile traffic	I	10
D: SYSTEM IMPROVEMENT AND CONTINUITY TOTAL		_____

E. LOCAL MATCHING FUNDS

1. Percentage of total cost:

<u>Percentage of Total Cost</u>	<u>Points</u>
No match	0 points
Greater than 0% but less than 5%	5 points
5% but less than 10%	10 points
10% but less than 15%	15 points
Greater than 15%	20 points

2. Source of matching funds: _____

E: LOCAL MATCHING FUNDS TOTAL _____

F: TOTAL POINTS (B + C + D + E) = _____

Transportation Development Act Article 3 Program
 Bicycle and Pedestrian Facilities Claim
Part V. Project Evaluation Criteria
Pedestrian Facilities Criteria

A. PROJECT ELIGIBILITY

1. Does the proposed project represent only **new** sidewalks or pedestrian bridges on or across arterial or collector streets, freeways, expressways or railroads? YES NO
2. If the proposed facility is planned to occupy a right-of-way other than that of the local jurisdiction, have proper permits or other written permission been obtained? YES NO

B. SAFETY

1. There have been _____ traffic accidents involving pedestrians in the proposed project corridor during the last three (3) years.

1a. Source of information concerning accidents _____

No. of Accidents	Points
0	0
1 or 2	5
3 to 5	10
More than 6	15

2. The most recent count of average daily traffic on the corridor proposed for the pedestrian facility is _____ ADT.

2a. Source of information on Average Daily Traffic _____.

Average Daily Traffic	Points
Less than 2,000	5
2,001 to 8,000	10
8,001 to 15,000	15
More than 15,000	20

3. Existing facilities standards

- Existing facility complies with all Caltrans design and operational standards 0 points
- Existing facility has some Caltrans design and operational deficiencies (i.e. narrow shoulder, high traffic volumes, etc.) 2 points
- Existing facility is unsafe according Caltrans design standards (i.e. no shoulder, bicycles and pedestrians in travel way, etc.) 5 points

B: SAFETY TOTAL _____

C: NEED

1. The proposed project is within 1/4 mile (1,320 feet) of the following attractions:

<u>Number</u>	<u>Attraction Type</u>	<u>Points</u>	<u>Number X Points</u>
_____	School	6	_____
_____	Commercial Center	5	_____
_____	Office/Industrial Sites	5	_____

Note: The number of schools and other attractions within the 1/4 mile (1,320 foot) corridor shall be allocated points on the following basis:

Schools: 6 points each (no limit)

Commercial Centers: 5 points per 10,000 square feet of store area. (Maximum 20 points)

Office/Industrial Sites: 5 points per 20 employees per each site. (Maximum 20 points)

C: NEED TOTAL _____

D: SYSTEM IMPROVEMENT AND CONTINUITY

1. Does the proposed project eliminate gaps in the pedestrian system or serves as a link between communities or other systems?

Yes 10 points

No 0 points

2. Does the proposed project upgrade the pedestrian facility system in any of the following manners?

Upgrade Description

Points

Provide a physical barrier for pedestrians

10

Separates pedestrians from automobile traffic

10

D: SYSTEM IMPROVEMENT AND CONTINUITY TOTAL _____

E. LOCAL MATCHING FUNDS

1. Percentage of total cost

Percentage of Total Cost

Points

No match

0 points

Greater than 0% but less than 5%

5 points

5% but less than 10%

10 points

10% but less than 15%

15 points

Greater than 15%

20 points

2. Source of matching funds: _____

E: MATCHING FUNDS TOTAL _____

F: TOTAL POINTS (B + C + D + E) = _____

KERN COUNCIL OF GOVERNMENTS
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE AND
CONGESTION MANAGEMENT AGENCY TECHNICAL ADVISORY COMMITTEE

KERN COG CONFERENCE ROOM
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA

WEDNESDAY
June 3, 2015
10:00 A.M.

I. ROLL CALL:

- II. PUBLIC COMMENTS:** This portion of the meeting is reserved for persons to address the Committee on any matter not on this agenda but under the jurisdiction of the Committee. Committee members may respond briefly to statements made or questions posed. They may ask a question for clarification; make a referral to staff for factual information or request staff to report back to the Committee at a later meeting. **SPEAKERS ARE LIMITED TO TWO MINUTES. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD PRIOR TO MAKING A PRESENTATION.**

Disabled individuals who need special assistance to attend or participate in a meeting of the Transportation Technical Advisory Committee may request assistance at 1401 19th Street, Suite 300; Bakersfield CA 93301 or by calling (661) 861-2191. Every effort will be made to reasonably accommodate individuals with disabilities by making meeting material available in alternative formats. Requests for assistance should be made at least three (3) working days in advance whenever possible.

III. APPROVAL OF DISCUSSION SUMMARY: Meeting of Wednesday, May 6, 2015

IV. FISCAL YEAR 2009-10 TRANSPORTATION DEVELOPMENT ACT (TDA) PUBLIC TRANSIT CLAIM – CITY OF TAFT FOR \$300,000 (Snoddy)

Comment: FY 2009-10 Transportation Development Act Public Transit claim for the City of Taft for \$300,000.

Action: Review FY 2009-10 TDA Public Transit Claim for the City of Taft in the amount of \$300,000 and recommend approval to the Transportation Planning Policy Committee.

V. FISCAL YEAR 2015-16 TRANSPORTATION DEVELOPMENT ACT (TDA) PUBLIC TRANSIT CLAIM – CITY OF BAKERSFIELD FOR \$420,361

Comment: FY 2015-16 Transportation Development Act Public Transit claim for the City of Bakersfield for \$420,361.

Action: Review FY 2015-16 TDA Public Transit Claim for the City of Bakersfield in the amount of \$420,361 and recommend approval to the Transportation Planning Policy Committee.

VI. FISCAL YEAR 2008-09 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS CLAIM – CITY OF TAFT FOR \$201,839 (Snoddy)

Comment: FY 2008-09 Transportation Development Act Streets and Roads claim for the City of Taft for \$201,839

Action: Review FY 2008-09 TDA Streets and Roads Claim for the City of Taft for \$201,839 and recommend approval to the Transportation Planning Policy Committee.

VII. FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AMENDMENT – TIMELINE (Pacheco)

Comment: Upcoming amendment schedule.

Action: Information

VIII. 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Comment: The 2016 Regional Transportation Improvement Program (2016 RTIP) is a 5-year Program for Projects of Regional Significance and is updated every two years by the California Transportation Commission (CTC). Kern Council of Governments (Kern COG) is expected to submit its regionally approved project requests to the CTC by December 2015 as required by law.

Action: Information

IX. MEMBER ITEMS

X. ADJOURNMENT

The next scheduled meeting of the Transportation Technical Advisory Committee will be Wednesday June 1, 2015.

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

ADDENDUM TO AGENDA

JUNE 3, 2015

**VI. B. FY 2015-16 TDA PUBLIC TRANSIT CLAIM – GOLDEN EMPIRE
TRANSIT DISTRICT FOR \$23,266,153 (Snoddy)**

Comment: FY 2015-16 Transportation Development Act Public Transit claim for the Golden Empire Transit District for \$23,266,153.

Action: Review FY 2015-16 TDA Public Transit Claim for the Golden Empire Transit District in the amount of \$23,266,153 and recommend approval to the Transportation Planning Policy Committee.

KERN COUNCIL OF GOVERNMENTS
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE AND
CONGESTION MANAGEMENT AGENCY TECHNICAL ADVISORY COMMITTEE

KERN COG CONFERENCE ROOM
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA

WEDNESDAY
MAY 6, 2015
10:00 A.M.

Chairman Schlosser called the meeting to order at approximately 10 a.m. A “sign-in” sheet was provided.

I. ROLL CALL

MEMBERS PRESENT:

Dennis Speer	City of Ridgecrest
Joe West	NOR/CTSA
Pedro Nunez	City of Delano
Craig Platt	City of California City
Bob Wren	City of Wasco
Bob Ruiz	City of Arvin
Jay Schlosser	City of Tehachapi
Craig Jones	City of Taft
Bob Neath	Kern County
Steve Woods	GET
Ted Wright	City of Bakersfield
Dennis McNamara	City of McFarland
Sandra Scherr	CALTRANS
Wayne Clausen	City of Shafter

STAFF:

Peter Smith	KernCOG
Ahron Hakimi	KernCOG
Joe Stragmalia	KernCOG
Raquel Pacheco	KernCOG
Rob Ball	KernCOG
Bob Snoddy	KernCOG

OTHER:

Paul Pineta	CT PPM
Vivian Zamera	Delano

- II. **PUBLIC COMMENTS:** This portion of the meeting is reserved for persons to address the Committee on any matter not on this agenda but under the jurisdiction of the Committee. Committee members may respond briefly to statements made or questions posed. They may ask a question for clarification, make a referral to staff for information or request staff to report to the Committee at a later date.

SPEAKERS ARE LIMITED TO TWO MINUTES. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD PRIOR TO MAKING A PRESENTATION

There were no public comments.

- III. **APPROVAL OF DISCUSSION SUMMARY:** Meeting of April 1, 2015. Mr. Clausen made a motion to recommend approval to the Transportation Planning Policy Committee. Mr. Pratt seconded the motion. Motion carried.

IV. FISCAL YEAR 2014-15 TRANSPORTATION DEVELOPMENT ACT (TDA) PUBLIC TRANSIT CLAIM – CITY OF WASCO FOR \$41,626

Mr. Snoddy reported that Kern COG staff has reviewed this claim and recommends approval to the Transportation Planning Policy Committee. Motion by Mr. Clausen, seconded by Mr. McNamara. Motion carried.

V. FISCAL YEAR 2013-14 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS CLAIM – CITY OF WASCO FOR \$1,166,874

Mr. Snoddy reported that Kern COG staff has reviewed this claim and recommends approval to the Transportation Planning Policy Committee. Motion by Mr. Clausen, seconded by Mr. Jones. Motion carried.

VI. FISCAL YEAR 2014-15 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS CLAIM – CITY OF WASCO FOR \$1,315,176

Mr. Snoddy reported that Kern COG staff has reviewed this claim and recommends approval to the Transportation Planning Policy Committee. Motion by Mr. Clausen, seconded by Mr. McNamara. Motion carried.

VII. 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Stragmalia presented a description of the development of the Regional Transportation Improvement program and presented a 2016 Regional Transportation Improvement Program timeline, specifically referencing three workshops to be conducted in July, August and September 2015. The deadline for submittal of the Regional Transportation Improvement Program is December 2015. This presentation was for information only.

VIII. PROJECT ACCOUNTABILITY TEAM REPORT

A reminder that Active Transportation Program (ATP) projects require an allocation approval during the state fiscal year. If the project has federal funding it also requires approval of a request for authorization. Mark your calendars: The CMAQ and RSTP call for projects applications are due September 3rd by 4:00 PM. Workshops will be held May 12th from 1:30 PM to 3:30 PM & June 16th from 10:00 AM to noon. The workshop presentations will be identical for both dates. A Caltrans Local Assistance Workshop was tentatively scheduled for May 12th and has now been postponed. The May 19th Project Accountability Team meeting was cancelled due to the Kern COG Certification Review. At your stations is a memo with new Project Accountability Team dates for the rest of the 2015 calendar year.

IX. CALL FOR PROJECTS: TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 PROGRAM

Mr. Smith announced a call for projects for the Transportation Development Act Article 3 program, which provides funding for bicycle parking and safety programs and bicycle and pedestrian travel facilities. Mr. Smith further reported that a change in the program guidelines allows each member jurisdiction up to \$3,000 to purchase and install bicycle parking facilities, with the ability to “borrow” additional funding from other jurisdictions up to the program limit of \$36,000 per year. The submittal deadline is Wednesday July 15, 2015. This item was for information only.

X. HOLD ELECTIONS TO APPOINT CHAIRMAN AND VICE CHAIRMAN TO FACILITATE TTAC MEETINGS FOR FISCAL YEAR MAY 2015 TO APRIL 2016.

Mr. Neath was nominated for Vice Chairman.
Mr. Schlosser was nominated for Chairman.

Mr. Wright made a motion to approve the motion to elect Mr. Neath as Vice Chairman and Mr. Schlosser as Chairman. Mr. McNamara seconded the motion.
Motion carried.

XI. MEMBER ITEMS

Mr. Smith stated that ATP project proposals are due no later than Monday June 1, 2015, with five copies to CALTRANS and a copy to Kern COG.

Mr. Smith stated that the Kern COG Certification Open House will be held on Monday May 18, 2015 from 5:30 PM to 7:30 PM. The open house is to gain input and comments from the public and member agencies about the performance of Kern COG to the certification team.

Mr. Snoddy reminded TTAC members about the fast approaching 5311 Funding application deadline.

XII. ADJOURNMENT

Mr. Schlosser adjourned the meeting at 10:47 AM. Next meeting is scheduled for Wednesday June 3, 2015.



June 3, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

BY: Robert M. Snoddy
Regional Planner

SUBJECT: TTAC AGENDA ITEM: IV
FISCAL YEAR 2009-10 TRANSPORTATION DEVELOPMENT ACT (TDA)
PUBLIC TRANSIT CLAIM – CITY OF TAFT FOR \$300,000

DESCRIPTION:

FY 2009-10 Transportation Development Act Public Transit claim for the City of Taft for \$300,000.

DISCUSSION:

Kern COG staff has received and reviewed the following TDA claim for the City of Taft for \$300,000.

<u>Claimant</u>	<u>LTF</u>	<u>STAF</u>	<u>TOTAL</u>
City of Taft	\$300,000	-0-	\$300,000

Administrative Salaries & Wages	\$92,299
Operating Salaries & Wages	\$184,543
Fringe Benefits	\$132,673
Maintenance Services	\$78,233
Vehicle Maintenance & Supplies	\$66,687
Utilities	\$1,401
Insurance	\$6,400
Miscellaneous	\$665
Expense & Inter-fund Transfers	\$72,193
Interest	\$17,154
Other	\$49,615
Regional Planning Contribution	\$10,033
FY 2009-2010 Budgeted Expenses & Uses	\$711,896

This claim has been evaluated in accordance with the following criteria: 1) Conformance with the Regional Transportation Plan; 2) Participation in the California Driver Pull Notice Program; 3) Adherence to the applicable farebox return ratio; and 4) Compliance with PUC Section 99314.6 Operations Qualifying Criteria. Staff recommends a conditional approval.

ACTION:

Review FY 2009-10 TDA Public Transit Claim for the City of Taft in the amount of \$300,000 and recommend approval to the Transportation Planning Policy Committee.



June 3, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

BY: Robert M. Snoddy
Regional Planner

SUBJECT: TTAC AGENDA ITEM: V
FISCAL YEAR 2015-16 TRANSPORTATION DEVELOPMENT ACT (TDA)
PUBLIC TRANSIT CLAIM – CITY OF BAKERSFIELD FOR \$420,361

DESCRIPTION:

FY 2015-16 Transportation Development Act Public Transit claim for the City of Bakersfield for \$420,361.

DISCUSSION:

Kern COG staff has received and reviewed the following TDA claim for the City of Bakersfield for \$420,361.

<u>Claimant</u>	<u>LTF</u>	<u>STAF</u>	<u>TOTAL</u>
City of Bakersfield	\$420,361	-0-	\$420,631

Operating Salaries & Wages	\$21,100
Other Salaries & Wages	\$15,900
Maintenance Services	\$154,000
Other Services	\$193,000
Utilities	\$45,000
Insurance	\$2,336
Miscellaneous	\$19,000
FY 2015-2016 Budgeted Expenses & Uses	\$450,336

This claim has been evaluated in accordance with the following criteria: 1) Conformance with the Regional Transportation Plan; 2) Participation in the California Driver Pull Notice Program; 3) Adherence to the applicable farebox return ratio; and 4) Compliance with PUC Section 99314.6 Operations Qualifying Criteria. Staff recommends a conditional approval.

ACTION:

Review FY 2015-16 TDA Public Transit Claim for the City of Bakersfield in the amount of \$420,361 and recommend approval to the Transportation Planning Policy Committee.



June 3, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

BY: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VI
FISCAL YEAR 2008-09 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS
CLAIM – CITY OF TAFT FOR \$201,839

DESCRIPTION:

FY 2008-09 Transportation Development Act Streets and Roads claim for the City of Taft for \$201,839

DISCUSSION:

Kern COG staff has received and reviewed the following TDA claim for the City of Taft for \$201,839.

<u>Claimant</u>	<u>LTF</u>	<u>STAF</u>	<u>TOTAL</u>
City of Taft	\$201,839	-0-	\$201,839

Administration & Engineering	\$683,991
Various Street & Road Maintenance	\$159,453
Light Duty Pickup	\$23,643
Total 2008-2009 Project Expenditures	\$867,087

This claim has been evaluated in accordance with the following criteria: 1) the maximum funding level does not exceed claimants' deferred revenues, plus current year apportionments, less required public transit financing; 2) claimants have conducted a public hearing within its jurisdiction to receive testimony regarding unmet transit needs and have made an appropriate finding by resolution of its governing body; 3) project proposed for funding is in conformity with the Regional Transportation Plan; and 4) claimants have not requested or received funds in excess of its current year expenditure. Staff recommends approval.

ACTION:

Review FY 2008-09 TDA Streets and Roads Claim for the City of Taft for \$201,839 and recommend approval to the Transportation Planning Policy Committee.



June 3, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

BY: Robert M. Snoddy
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VI. B
FISCAL YEAR 2015-16 TRANSPORTATION DEVELOPMENT ACT (TDA)
PUBLIC TRANSIT CLAIM – GOLDEN EMPIRE TRANSIT DISTRICT FOR
\$23,266,153

DESCRIPTION:

FY 2015-16 Transportation Development Act Public Transit claim for the Golden Empire Transit District for \$23,266,153.

DISCUSSION:

Kern COG staff has received and reviewed the following TDA claim for the Golden Empire Transit District for \$23,266,153.

<u>Claimant</u>	<u>LTF</u>	<u>STAF</u>	<u>TOTAL</u>
Golden Empire Transit District	\$20,268,378	\$2,997,775	\$23,266,153

Operating Salaries & Wages	\$12,783,442
Other Salaries & Wages	\$ 1,680,349
Maintenance Services	\$ 430,500
Other Services	\$ -0-
Utilities	\$ 246,422
Insurance	\$ 616,877
Miscellaneous	\$ 272,200
FY 2015-2016 Budgeted Expenses & Uses	\$33,907,567

This claim has been evaluated in accordance with the following criteria: 1) Conformance with the Regional Transportation Plan; 2) Participation in the California Driver Pull Notice Program; 3) Adherence to the applicable farebox return ratio; and 4) Compliance with PUC Section 99314.6 Operations Qualifying Criteria. Staff recommends a conditional approval.

ACTION:

Review FY 2015-16 TDA Public Transit Claim for the Golden Empire Transit District in the amount of \$23,266,153 and recommend approval to the Transportation Planning Policy Committee.



June 3, 2015

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VII
FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AMENDMENT –
TIMELINE

DESCRIPTION:

Upcoming amendment schedule.

DISCUSSION:

Amendments to the Federal Transportation Improvement Program (FTIP) are a normal part of the management and use of the FTIP. The next amendment schedule is provided below for your reference.

2015 FTIP AMENDMENT	
Public review period begins	Friday, June 5, 2015
TPPC meeting – public hearing	Thursday, June 18, 2015
Public review period ends	Friday, June 19, 2015
Regional approval	Monday, June 22, 2015
State approval	July 2015
Federal approval	August 2015

Action: Information



June 3, 2015

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Joseph Stramaglia,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VIII
2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

DESCRIPTION: The 2016 Regional Transportation Improvement Program (2016 RTIP) is a 5-year Program for Projects of Regional Significance and is updated every two years by the California Transportation Commission (CTC). Kern Council of Governments (Kern COG) is expected to submit its regionally approved project requests to the CTC by December 2015 as required by law.

DISCUSSION: The CTC has initiated the statewide 2016 State Transportation Improvement Program (2016 STIP) development process for Projects of Regional Significance. Each regional submittal to the CTC is considered an "RTIP". Once submittals are aggregated and approved by the CTC, it becomes a "STIP". There are 2 major unresolved issues at the state level for this process: 1) it is unknown if the Fund Estimate will offer new programming capacity for regions; and 2) it is unknown if the state will continue to honor the MOU agreement with Inyo, Mono and Kern to deliver projects along the U.S. 395 / SR 14 corridor due to the state's shifting priorities. CTC staff are scheduled to present a draft Fund Estimate to Commissioners at their June 24th meeting. Kern COG staff will continue to focus on three basic areas:

- 1) Obtaining the latest cost estimates for projects ready to advance to construction;
- 2) Monitor the CTC regarding Fund Estimate development; and
- 3) Monitor the CTC regarding the development of the Interregional Transportation Improvement Program which is the "state choice" element of the STIP/RTIP process.

Kern COG staff will continue work started from the past several RTIP cycles including the request for a specific amount of RTIP formula funding to advance and complete the State Route 58 Connector project. Additional needs include our partnership project on State Route 14 to deliver 2 additional segments; segment 1 is programmed for construction but the other 2 segments require continued commitments from the 4 partners: Inyo, Mono and Kern Counties and Caltrans. In this 2014 RTIP cycle, Kern COG staff expects to advance the following projects to construction:

- 1) State Route 58 Centennial Corridor Connector (\$20 million minimum per Kern COG 60/40 agreement);
- 2) State Route 46 widening Segment 4A (considered fully funded using federal earmark); and
- 3) State Route 14 Segments 2 and 3 (Over \$20 million is needed for construction phase of Segment 2).

BACKGROUND INFORMATION

Currently, Kern projects in the 2014 STIP include street and highway improvements on State Routes 14, 46, 58, 119 and two local streets in Ridgecrest and Tehachapi. The indicated projects are summarized below:

STATUS OF PROJECTS OF REGIONAL SIGNIFICANCE IN 2014 STIP

RANK	PROJECT DESCRIPTION	PROGRAM PHASE	FY	STATUS
Board / 13	West Ridgecrest Blvd. Recon. & Widen	Construction	13-14	Constructed
Board / 61	Challenger Drive Extension	Construction	13-14	Constructed
Board / 14	SR 14 – Freeman Gulch Widening Phase 1	Pre-Construction	12-15	In Progress
		Construction	16-17	Not Started
Board / 14	SR 14 – Freeman Gulch Widening Phase 2	Pre-Construction	15-17	In Progress
		Construction	- - -	Not Yet Funded
Board / 60	SR 46 – Segment 4A Widening	Pre-Construction	12-13	In Progress
		Construction	15-16	Not Yet Started
5 / Board	SR 119 – Truck Climbing Lanes	Pre-Construction	12-15	In Progress
		Construction	15-16	Not Yet Started
Board	SR 58 Centennial Corridor	Pre-construction	12-15	In Progress
		Construction	17-18	Not Yet Started

Funding Shortfalls - Several projects have not advanced since 1998 because the state has fallen short in expected formula revenue streams. There are several projects in the Kern region were advanced to the environmental review phase in 1998 to create a new shelf of projects. Several of these projects were subsequently shelved because of revenue shortfall exceeding \$300 million in subsequent cycles. These projects include:

- ◆ State Route 184 Weedpatch Highway Widening – Shelved
- ◆ State Route 58 Dennison Road Interchange – Shelved
- ◆ State Route 46 Widening through Wasco – Shelved
- ◆ US 395 Widening through Ridgecrest – Shelved

Regional Adoption of 2014 Regional Transportation Improvement Program

On November 21, 2013, the KCOG Board of Directors approved its 2014 RTIP Program of Projects. The CTC Fund Estimate share for this cycle was proposed at \$ 32,269,000. Kern’s response was a request of in new programming totaling \$58.9 million in order to advance one project of regional significance in Kern County and one partnership project of regional significance in Inyo County. The KCOG staff recommendation included 1) \$49,000,000 of new RTIP funding for SR 58 Centennial Corridor with the remaining capacity going towards the partnership project Olancho Cartago Widening in Inyo County. Several other projects ready to advance in Kern County were not funded and subsequently delayed. The Kern region approved and requested \$49 million for SR 58 Centennial Corridor as part of the 2014 RTIP submittal but the Commission was only able to program \$29 million.

2016 RTIP TIMELINE

A “Save the Dates” memo was circulated in late March to announce the dates for three (3) scheduled Kern COG 2016 RTIP Workshops. In April, KCOG staff will work with project managers to update cost estimates for currently programmed projects. The expanded time-line below includes KCOG and CTC benchmark actions leading to state approval of the 2016 STIP by April 2016.

April / May 2015	KCOG: TTAC/TPPC – RTIP process overview, project status and cost estimates CTC: Fund Estimate Assumptions Adoption
June 2015	KCOG: TTAC/TPPC - Fund needs for current projects and Draft Fund Estimate CTC: Develop Draft Fund Estimate
July 2015	KCOG: Conduct first 2016 RTIP Workshop KCOG: Develop 2016 RTIP Program of Projects
August 2015	KCOG: Conduct second RTIP Workshop CTC: Staff Recommendation for Fund Estimate CTC: Fund Estimate Adoption CTC: Adopt 2016 STIP Guidelines
September 2015	KCOG: Conduct third RTIP Workshop KCOG: TTAC/TPPC – Circulate Admin. Draft 2016 RTIP Program of Projects
October 2015	KCOG: TTAC/TPPC – Circulate Draft 2016 RTIP Program of Projects
November 2015	KCOG: TTAC/TPPC - Request Approval of Final 2016 RTIP Program of Projects
December 2015	KCOG: Submit 2016 RTIP to CTC and Caltrans
February 2016	CTC: Conduct Public Hearings for Draft 2016 STIP
March 2016	CTC: Staff recommendation for 2016 STIP
April 2016	CTC: 2016 STIP Adoption

KCOG Project Selection Policy

In 1998, KCOG circulated a call for projects to the Cities and County of Kern and ranked 66 Projects of Regional Significance. This action was in response to the enactment of SB 45 which shifted 75% of formula highway revenue to regional control and 25% to state control. The KCOG RTIP Policy focused on regional equity inside and outside of the Metropolitan Bakersfield area and project readiness. The equity policy designates that 60% of State Transportation Improvement Program funds be available for projects inside Metropolitan Bakersfield Boundary (as modified by the policy). The remaining 40% of the State Transportation Improvement Program funding was for projects outside the Metropolitan Bakersfield boundary. The policy notes that funds can be flexible (moved inside and outside the designated boundary from year to year) as long as the “60/40” balance is maintained over the long-term. MOU programming is not part of the 60/40 assessment. Several of the other policy considerations are listed below.

- ◆ Once KCOG has committed to a project in the Regional Transportation Plan and Regional Transportation Improvement Program, it is KCOG's policy to continue advancing the project that has completed one phase to the next phase when funding is available;
- ◆ Once KCOG has committed to a project in the Regional Transportation Plan and Regional Transportation Improvement Plan, it is KCOG's policy to keep a project or phase of a project whole, when possible;
- ◆ KCOG leverages outside project dollars through partnerships with Caltrans (IIP), other Regions, Local contributions, regional commitments from other Counties, demonstration funds, or state bond funds;
- ◆ KCOG supports the equitable distribution of funding through the management of the Metro/Rural 60/40 programming split of State Transportation Improvement Program funding; and
- ◆ KCOG uses a ranked list of candidate Regional Transportation Improvement Program projects approved by the KCOG Board of Director's in addition to other Board Actions to manage overall project priorities.

These policy considerations are taken into account by KCOG staff when developing the RTIP Program of Projects. The RTIP process is a continuum of project development from cycle to cycle because of the extensive cost, time and effort required to advance environmental review, design, rights-of-way, and construction phases. This region's successfully delivered projects of regional significance have taken well over a decade to deliver from environmental review all the way through to construction.

Revenue Partnerships – Since 1998, the KCOG Board has partnered with Caltrans, Inyo County and Mono County as a way to leverage state highway funding along interregional focus routes 14, 46 and 58. The KCOG Board of Directors entered into Memorandums of Understanding (MOU) with Caltrans and the Counties of Inyo and Mono in order to combine Kern's regional choice funding with State choice dollars to deliver projects along the State Route 14 / US 395 Corridor up into the Counties of Inyo and Mono.

The 1998 MOU committed the KCOG Board to assist with an Inyo County project, the Olancho Cartago widening project and a project in Mono County once it's selected. As part of the 1998 MOU, Caltrans delivered the State Route 14 Mojave Widening project in Kern. The next KCOG project benefitting from this collaboration is the State Route 14 Freeman Gulch Widening project. Updates to the 3-County MOU with Inyo County, Mono County and Caltrans will be presented as a separate report as needed.

Action: Information.

- Attachment A – Project Status of Programmed STIP Projects ready to Advance
- Attachment B – 2014 STIP as approved by California Transportation Commission
- Attachment C – Graphic
- Attachment D – Statewide Investments
- Attachment E – 3-County MOU (as it currently stands)
- Attachment F – KCOG "Save the Dates" Memo – 2016 RTIP Workshops

State Route 14 – Freeman Gulch Widening Segment 1

Project Description and Location: Segment 1 is ready for construction. The project starts 1 mile south of State Route 178 East to 1.7 miles north of State Route 178 East for a total of 2.7 miles. The project will widen the divided highway from 2 to 4 lanes.

Purpose and Need: The project constitutes the principal access into the Inyo and Mono County recreation areas. The project will relieve congestion, separate oncoming traffic with a divided median, and break up traffic queues by providing major passing opportunities. This project is the first of three segments that will close the final 2-lane "gap" on Route 14 between Mojave and the junction with Route 395. Route 14 is an Interregional High Emphasis Focus Route.

Project Status: Project design is currently in progress with some preliminary rights-of-way work as well.

Current Revenue Needs: This MOU project is programmed with Inyo 10% RIP, Mono 10% RIP, Kern 40% RIP and Caltrans 40% IIP. This project is considered to be fully funded.

Current STIP Programming (\$ X 1,000)						
RTIP Cycle	Phase	FY	STIP	ITIP	Other	Total
	Environmental					
2008 RTIP	Engineering	12-13	\$1,000	\$1,000	\$500	\$2,500
2008 RTIP	Rights-of-Way	14-15	\$4,520	\$4,520	\$2,260	\$11,300
2012 RTIP	Construction	16-17	\$12,435	\$12,435	\$6,218	\$31,088
	Total		\$17,955	\$17,955	\$8,978	\$44,888





Kern Council of Governments

Legend

- KER010103
- Highway
- City Limits

State Route 14 Widening (Segment 1)

State Route 14 – Freeman Gulch Widening Segment 2

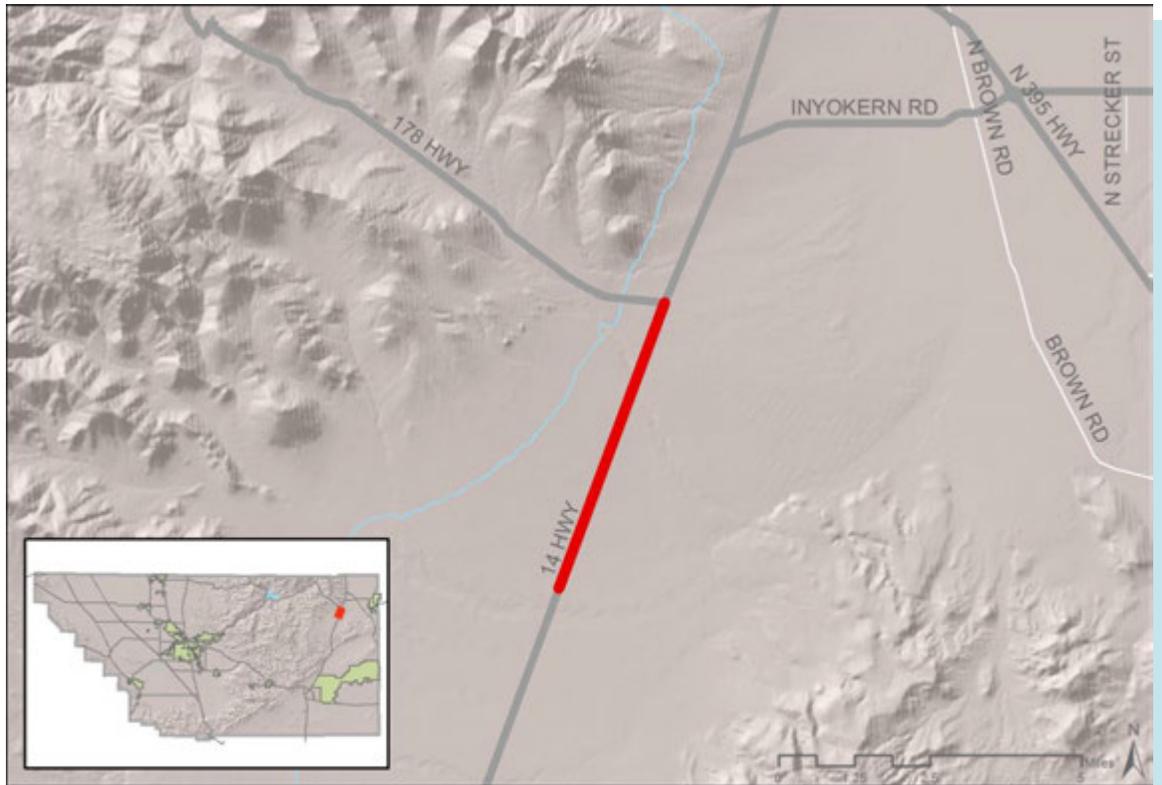
Project Location and Description: This project is the second of the three segments. The project is located from 4.8 miles south of Route 178 west to 0.5 mile north of Route 178 west to convert from a 2-lane conventional highway to a 4-lane expressway.

Purpose and Need: The project constitutes the principal access into the Inyo and Mono County recreation areas. The project will relieve congestion, separate oncoming traffic with a divided median, and break up traffic queues by providing major passing opportunities. This project is the second of three segments that will close the final 2-lane "gap" on Route 14 between Mojave and the junction with Route 395. Route 14 is an Interregional High Emphasis Focus Route.

Project Status: This project is in the design phase. Construction is not yet programmed.

Current Revenue Needs: Segment 2 was programmed for PS&E and RW using RIP from Inyo and Mono Counties only with proposed ITIP revenue. This is considered a "loan" and Kern COG will need to restore its 40% share from a future county share cycle. **Future Cost Estimate: \$42 M.**

Current STIP Programming (\$ X 1,000)						
RTIP Cycle	Phase	FY	STIP	ITIP	Other	Total
	Environmental					
2012 RTIP	Engineering	15-16		\$1,300	\$1,950	\$3,250
2012 RTIP	Rights-of-Way	16-17		\$3,044	\$4,566	\$7,610
	Construction					
	Total			\$4,344	\$6,516	\$10,860



Legend █ KER120105 Highway City Limits

State Route 14 Widening (Segment 2)

State Route 58 – Centennial Corridor Connector

Project Location and Description: This new alignment of State Route (SR) 58 begins at Interstate 5 (PM T31.7) and ends east of Cottonwood Road (PM R55.4) in and near the City of Bakersfield. This project consists of a new freeway alignment from the east terminus of Westside Parkway to SR 99 and operational improvements on the existing SR 58 from SR 99 to east of Cottonwood Road.

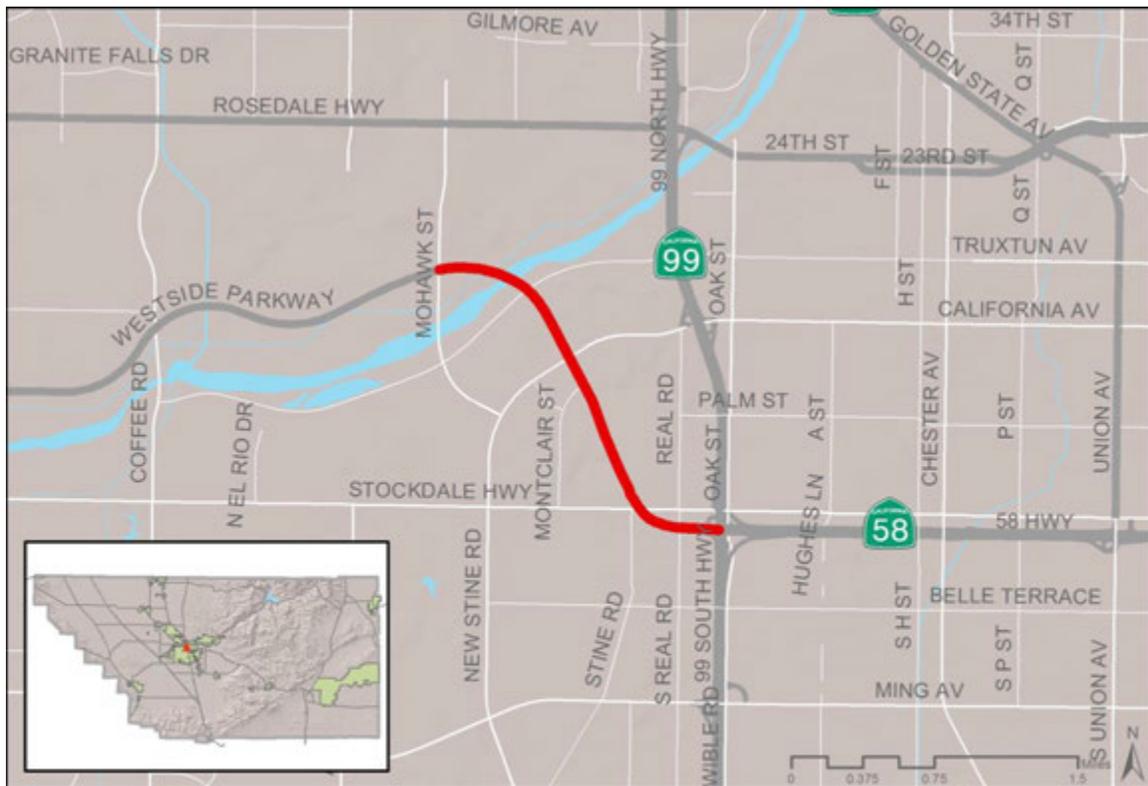
Purpose and Need: This project is to construct and ultimately adopt an alignment for SR 58 that will provide interregional and regional conductivity for east-west traffic traveling within metropolitan Bakersfield and Kern County, provide continuity for SR 58 in Kern County, promote economic growth and international/interregional trade by improving linkage between existing segments of the interstate system, reduce commercial and regional commute time through a major freight corridor, improve local east-west circulation and reduce congestion.

Project Status: This project currently is completing the environmental review phase.

Current Revenue Needs: The construction phase includes several funding sources. STIP funding will offset the need for \$173,209,000 in local revenue. \$97,889,932 of the \$271,599,000 is federal earmark.

Current STIP Programming (\$ X 1,000)

RTIP Cycle	Phase	FY	STIP	ITIP	Other	Total
2014	Construction	17-18	\$33,001		\$271.599	\$304,600
	Total		\$33,001		\$271,599	\$304,600

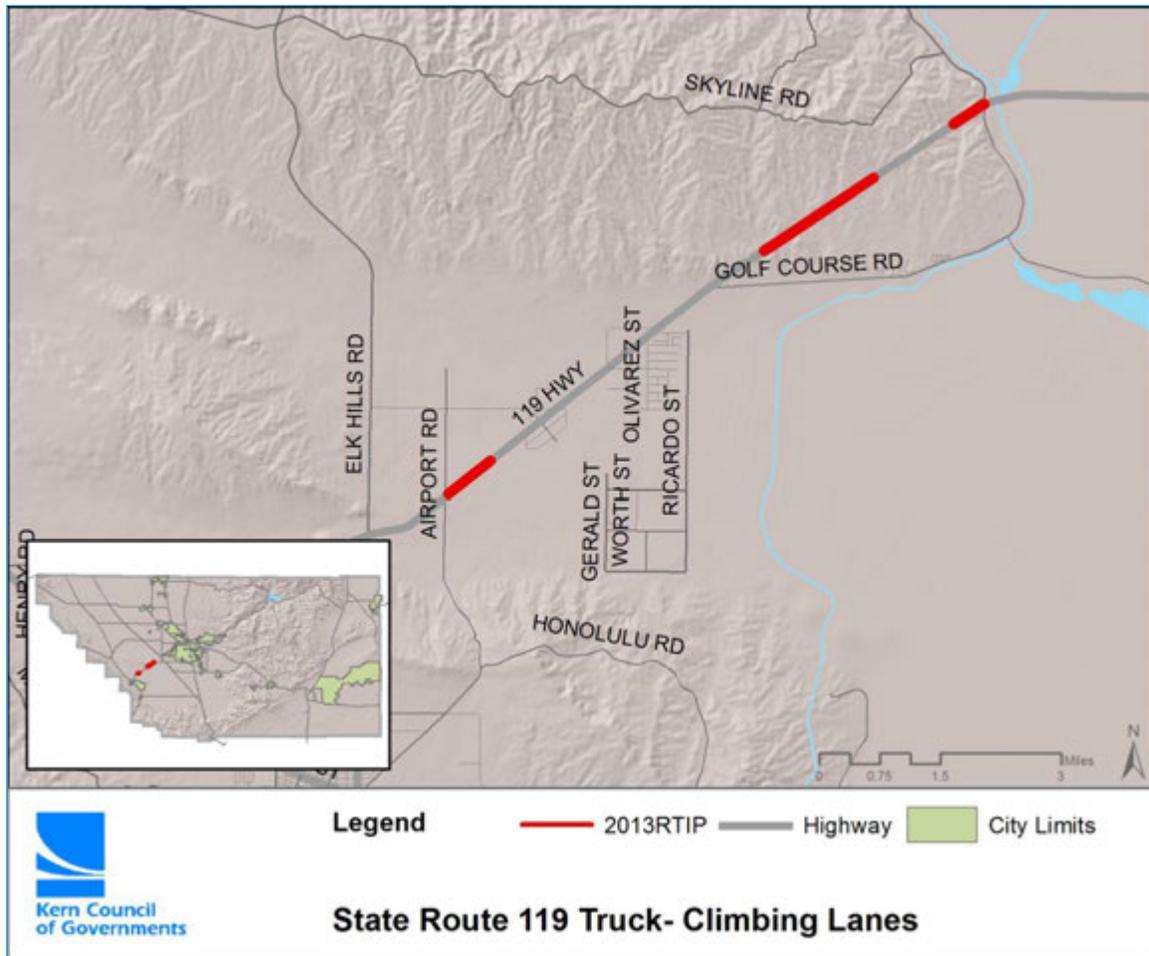


Legend ——— KER050104 ——— Highway ■ City Limits

State Route 58 Centennial Corridor Connector

State Route 119 Truck Climbing Lanes

Project Location and Description: Near Taft, from Cherry Avenue to Tupman Road. Construct eastbound and westbound truck-climbing lanes.						
Purpose and Need: Segments of Route 119 within the project limits are currently operating at a Level of Service (LOS) D and E. Segment 1, from post-mile 5.5 to R9.1, and segment 2, from post-mile R9.1 to R11.6 are currently operating at LOS E.						
Project Status: Project Report in revision to modify project scope from bypass to passing lanes. Design and construction to follow. Rights-of-way to be amended to separate into construction.						
Current Revenue Needs: Initial estimates were considered sufficient. However, additional revenue may be needed for environmental mitigation. A portion of ROW programmed is expected to finance construction. Although not yet delivered this project is expected to start construction this year.						
Current STIP Programming (\$ X 1,000)						
RTIP Cycle	Phase	FY	STIP	ITIP	Other	Total
	Environmental					
	Engineering	12-13	\$400			\$400
2012	Rights-of-Way	14-15	\$5,205			\$5,205
	Construction					
	Total		\$5,605			\$5,605



State Route 119 Truck- Climbing Lanes

ATTACHMENT C – Other Significant Transportation Investments in Kern County

Project Description	Program	Year of Construction	Construction Investment	Status
Agency: City of Arvin				
Arvin - SR 223 from Old River Road to Vineland Road - Widen shoulders & install rumble strips	SHOPP	2013-14	\$3,652,000	Completed
Arvin – Bear Mountain Blvd (SR 223) Derby St. – Install traffic signals, railroad crossings, upgrade install new pavement, striping and pavement markers	SHOPP	2016-17	\$965,000	Construction to begin by 2017
Arvin – SR 223/184 construct traffic roundabout	CMAQ	2015-16	\$1,500,000	Construction to begin by 2016
Arvin – Roadway Reconstruction on Varsity Ave. from Comanche Dr. to Campus Dr.	RSTP	2015-16	\$562,698	Construction to begin by 2016

Agency: City of California City				
California City - SR 14 Widen and construct interchange at California City Blvd.	STIP	2005-06	\$62,000,000	Completed
California City - Redwood Blvd./Hacienda Blvd; reconfigure intersection; curb, gutter, raised medians, upgrade signs, striping and pavement markings	HSIP	2013-14	\$411,300	Completed
Boron Area – SR 58 West of Boron Overcrossing to SBDNO County Line – Pavement Rehabilitation	SHOPP	2014-15	\$5,175,000	Construction to begin by 2015
California City - California City Blvd. from Baron Blvd to Wonder Ave. – install safety roadway elements; reflectors, rumble strips, new striping and surface coating	HSIP	2015-16	\$378,700	Construction to begin by 2016
California City – Hacienda Blvd. - Street Rehabilitation	RSTP	2014-15	\$381,698	Construction to begin by 2015
California City – Hacienda Blvd. - Street Reconstruction	RSTP	2015-16	\$317,496	Construction to begin by 2016

Agency: City of Delano				
Delano - SR 155 at Browning Road – Construct Roundabout	SHOPP	2016-17	\$2,962,000	Construction to begin by 2017
Delano - Cecil Ave. / Albany St.; Albany St./15 th Ave.; Albany St./14 th Ave.; Albany St./13 th Ave.; SR 155 (Garces Hwy.)/Austin St.; SR 155/Belmont St.; SR 155/Dover St.; Construct raised crosswalk, bulb-outs, curb ramps; install signs and striping	SRTS	2014-15	\$393,600	Construction to begin by 2015.
Delano – Cecil Ave. at Albany St. upgrade traffic signal and install left-turn phasing	HSIP	2015-16	\$265,600	Construction to begin by 2016
Delano – High St. Resurfacing, Reconstruction and Rehabilitation	RSTP	2015-16	\$678,099	Construction to begin by 2016
Delano – Ellington St. Resurfacing, Reconstruction and Rehabilitation	RSTP	2015-16	\$336,648	Construction to begin by 2016
Delano – Fremont St. Resurfacing, Reconstruction and Rehabilitation	RSTP	2015-16	\$336,241	Construction to begin by 2016

Agency: City of Maricopa				
Maricopa - SR 166 west Of San Emigdio Creek Bridge To Route 166/99 Separation Asphalt Concrete Overlay	SHOPP	2009-10	\$15,900,000	Completed

ATTACHMENT C – Other Significant Transportation Investments in Kern County

Project Description	Program	Year of Construction	Construction Investment	Status
Agency: City of McFarland				
McFarland - SR 99 / 178 Kern Avenue & Sunny Lane Pedestrian Crossings ADA Compliance Upgrades	SHOPP	2015-16	\$12,100,000	Construction to begin by 2015
Near McFarland - SR 99 from Beardsley Canal Bridge To Route 46/99 Separation - Replace Pavement	SHOPP	2010-11	\$88,000,000	Completed
Near McFarland – SR 99 South Of Sherwood Ave to south Of Whisler Road – Construct Rumble Strip	SHOPP	2013-14	\$1,444,000	Completed
McFarland - On Perkins Avenue, Browning Avenue, Kern Avenue, construct sidewalk and curb ramps	SRTS	2012-13	\$286,750	Completed

Agency: City of Ridgecrest				
Ridgecrest - SR 178 from China Lake Blvd To Gemstone Street - Reconstruct Center Median With Raised Center Median	SHOPP	2014-15	\$2,020,000	Under Construction
Near Ridgecrest – SR 178 Red Rock Canyon Bridge #50-0178. Replace bridge	SHOPP	2013-14	\$14,450,000	Completed
Near Ridgecrest - SR 178/395 Sep to Richmond Rd. Asphalt Overlay	SHOPP	2012-13	\$3,265,000	Completed
Johannesburg – U.S. 395 from County line to SR 178 – Pavement Rehabilitation	SHOPP	2014-15	\$8,400,000	Construction to begin by 2015
Ridgecrest - China Lake Blvd/Upjohn Ave; China Lake Blvd. - install traffic signals and curb ramps	HSIP	2013-14	\$361,000	Construction to begin by 2014.
Ridgecrest - China Lake Blvd/Bowman Rd; install traffic signals; construct curb ramps, curb and gutter	HSIP	2014-15	\$440,000	Construction to begin by 2015.
Ridgecrest - Drummond Ave between Downs St and Inyo St; Widen roadway; improve alignment	HSIP	2015-16	\$293,000	Construction to begin by 2016
Ridgecrest - Seven (7) intersections); upgrade traffic signals	HSIP	2014-15	\$426,000	Construction to begin by 2015
Ridgecrest - Twelve (12) intersection (on Norma St, Downs St, Richmond Rd); install signs and pavement markings	HSIP	2014-15	\$528,000	Construction to begin by 2015
Ridgecrest - at various locations; Construct sidewalks, curb ramps, and a bus turnout; install crosswalks, speed feedback signs, and bike lane signs and pavement markings	SRTS	2015-16	\$583,400	Construction to begin by 2016
Ridgecrest – S. China Lake Blvd. Resurfacing	RSTP	2014-15	\$664,744	Construction to begin by 2015

Agency: City of Shafter				
SR 43 in the cities of Shafter and Wasco, at various intersections. Construct pedestrian curb ramps.	SHOPP	2015-16	\$1,206,000	Construction to begin by 2016
SR 43 from 0.3 Mile North Of Los Angeles St To SR 46 - Place Rubberized Hot Mix Asphalt	SHOPP	2010-11	\$13,145,000	Completed
Shafter – Tulare Ave. Resurfacing, Rehabilitation and Reconstruction	RSTP	2014-16	\$482,581	Construction to begin by 2015

ATTACHMENT C – Other Significant Transportation Investments in Kern County

Project Description	Program	Year of Construction	Construction Investment	Status
Agency: City of Taft				
Taft - SR 119 0.2 Miles East Of Weed Creek And 0.3 Miles West Of Lakeview Wash Bridge Widen Shoulders And Overlay	SHOPP	2011-12	\$3,564,000	Completed
Taft - Various locations - Construct curb ramps; install speed feedback signs, in-pavement crosswalk lights, striping and pavement markings	SRTS	2014-15	\$457,400	Construction to begin by 2015
Taft - SR 119 from 119/33 to 119/5 Sep. Br. Maintenance Asphalt Overlay	SHOPP	2012-13	\$1,460,000	Completed
Taft – Church St. Rehabilitation	RSTP	2015-16	\$224,524	Construction to begin by 2016

Agency: City of Tehachapi				
Near Tehachapi, at Sand Canyon Road Bridge No. 50-0345R. Replace bridge	SHOPP	2014-15	\$3,114,000	Construction to begin by 2015
Tehachapi - SR 58 Near Tehachapi At Summit Overhead Replace Bridge Rails and widen intersection	SHOPP	2014/18	\$2,125,000	Construction to begin by 2015
Tehachapi – SR 58 at Cache Creek Bridge – Bridge Replacement	SHOPP	2017-18	\$13,768,000	Construction to begin by 2017
Tehachapi – SR 58 at Broom Road intersection improvements	Minor	2014-15	\$2,914,000	Under Construction
Tehachapi – Tehachapi Blvd. from Steuber Rd. to Monolith St. – install traffic signals, striping, signs, sidewalks, gutters, curbing and ramps and new pavement	HSIP	2016-17	\$1,390,000	Construction to begin by 2017
Golden Hills – On Madre St., Park Rd., Golden Hills Blvd. – construct sidewalks, curb, gutter and ramps	SRTS	2014-15	\$213,000	Construction to begin by 2015
Tehachapi – Tehachapi Blvd. Rehabilitation	RSTP	2015-16	\$355,937	Construction to begin by 2016

Agency: City of Wasco				
Near Wasco - SR 46 at SR 99 Separation Bridge No. 50-0184E. Replace bridge	SHOPP	2015-16	\$21,977,000	Construction to begin by 2016
Wasco and Shafter - SR 43 at various intersections - Construct pedestrian curb ramps	SHOPP	2015-16	\$1,206,000	Construction to begin by 2016
Wasco – 7 th St. Reconstruction	RSTP	2015-16	\$640,928	Construction to begin by 2016

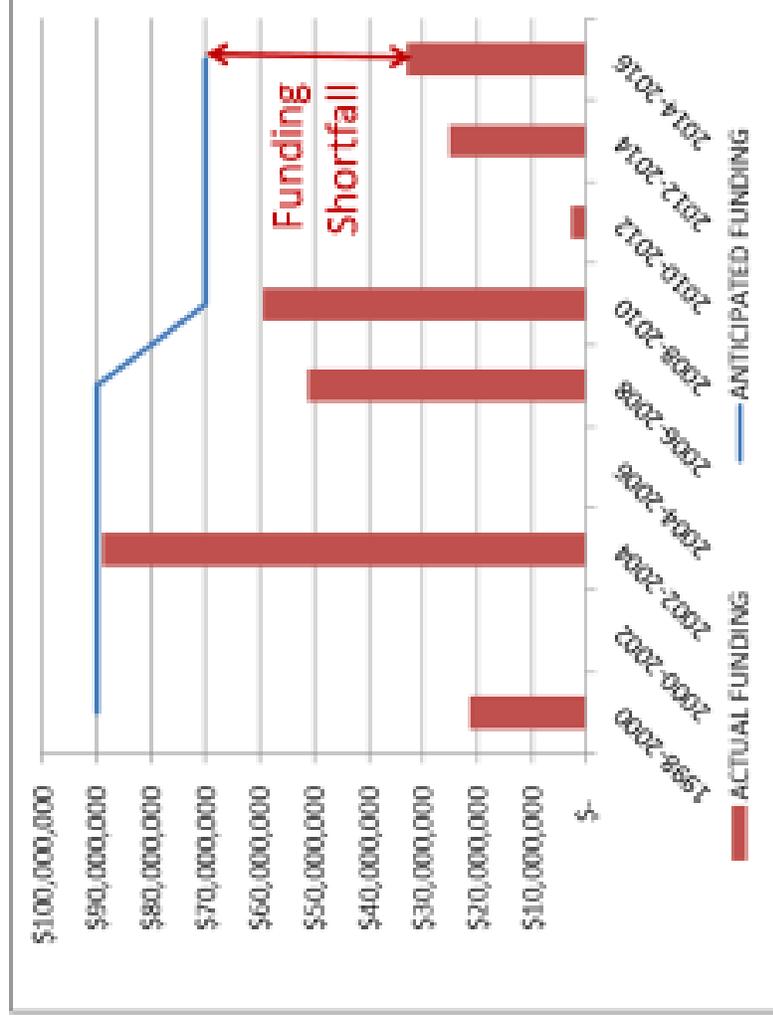
Glossary of Terms:

- ATP** “Active Transportation Program”
- HSIP** “Highway Safety Improvement Program”
- SRTS** “Safe Routes to School” Program
- SHOPP** “State Highway Operations and Protection Program”

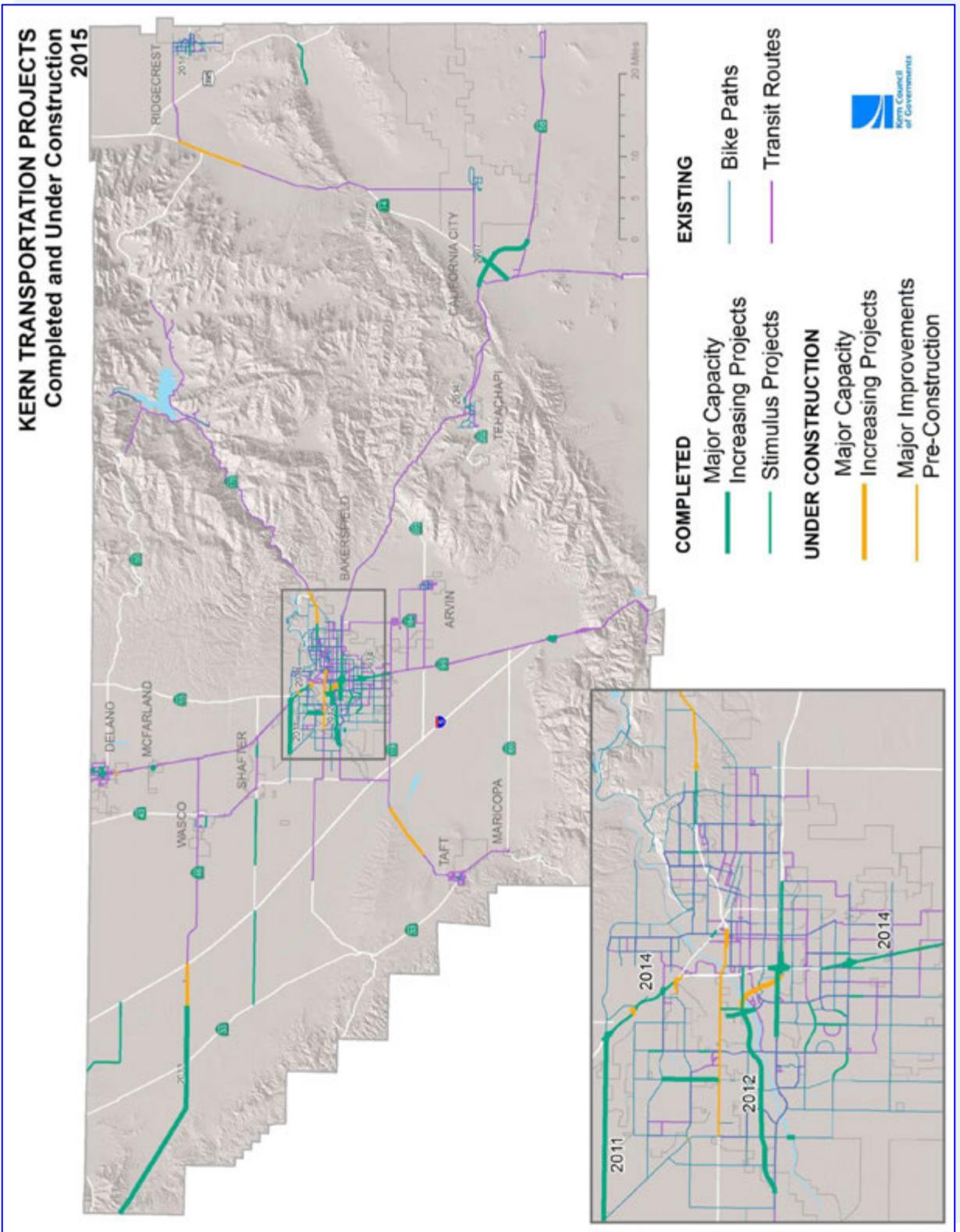
State Transportation Improvement Program for New Road Projects

2-Year Funding Cycles

Kern Regional Transportation Improvement Program (RTIP)



- Kern averages a **\$25 million shortfall per year** because of reduced state and federal funding
- 60% less funding than RTP anticipated in 1998
- \$100+ Million per year need for unfunded new projects



ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 1 OF 11

MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND KERN COUNCIL OF GOVERNMENTS

This Memorandum of Understanding is entered into, by, and between the Inyo County and Mono County Local Transportation Commission (LTC's), and the Kern Council of Governments (Kern COG).

RECITALS

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Government Code Section 29532, and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The Inyo and Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the development of State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395, from the Kern/San Bernardino County line to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR).

As evidence of the cooperation between these three RTPAs, they previously entered into a Memorandum of Understanding in January 1999 and 2001, that provided for the joint funding of certain projects on the CORRIDOR, along with the following other considerations:

1. Forming a coalition consisting of Inyo, Mono, and Kern County RTPAs;
2. Meeting regularly;
3. Developing additional MOUs to define the planning process and the CORRIDOR development plan; and
4. Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR.

The Memorandum of Understandings from January 1999 and 2001 are considered to be updated and merged into one MOU with the approval of this MOU. Since 1999, during coordination meetings between the RTPAs, projects have been identified on the CORRIDOR which they consider to be of mutual benefit and which the three RTPAs wish to jointly fund.

ROLES AND RESPONSIBILITIES

Under this MOU, Inyo, Mono, and Kern County RTPAs agree to pool Regional Improvement Program (RIP) funds (county shares) for the purpose of jointly sponsoring PROJECTS on the CORRIDOR. The RTPAs hereby request the CTC commit Interregional Improvement Program (IIP) funding toward the joint-sponsored PROJECTS.

The RTPAs agree to continue to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed change to project scope, limits, cost and/or schedule must be approved by the California Transportation Commission before becoming effective. The RTPAs agree to not change the scope, limits, cost, and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified below and in Attachment A are complete (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all of the PROJECTS have not been completed or programmed in the 2022 STIP adopted by the CTC. This MOU can only be modified or amended by mutual written consent of all parties. Likewise, future MOUs may be entered into between any or all of the parties not withstanding this MOU. In the event funding for any of the PROJECTS is not authorized by the CTC, the provisions for funding those PROJECTS contained in this MOU shall become null and void. The 1999 and 2001 MOUs are included for reference purposes as Attachment A.

ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 2 OF 11

MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND KERN COUNCIL OF GOVERNMENTS

PROPOSED PROJECTS AND FUNDING

Proposed PROJECTS selected for joint funding under this MOU include those project components selected since the 2002 STIP that have not been constructed and are as follows:

Widen State Route 14 in Kern County to four lane expressway from P.M. 45.9 to 62.3 – Freeman Gulch project.

- Achieve Project Approval and Environmental Document (completed for all 3 segments).
- Achieve Design Approval (Segment 1 is programmed; Segment 2 programming approved in 2012 STIP; Segment 3 not yet programmed).
- Achieve Construction Approval (Segment 1 construction is programmed; Segments 2 and 3 are not yet programmed).

Widen Highway 395 in Kern County to Four-lane Expressway from P.M. 14.8 to 23 - Inyokern four-lane project.

- Achieve Project Approval and Environmental Document (Status to be determined – project was shelved by KCOG due to lack of funding).

Widen U.S. 395 in Inyo County - Olancha Cartago

A project in Mono County that has yet to be determined and is located on either US 395 or SR 120

Each party recognizes that, while no reciprocal projects are identified in the remaining Counties, the intent is to jointly fund future projects in each County. Attachment BA to this MOU reflects the latest funding needs for the PROJECTS broken out by phase and potential future STIP Cycles to deliver these projects as agreed.

Each party of this MOU agrees to program the remaining phases of these PROJECTS in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during the next STIP cycle if the MOU is terminated. The projects are to be funded as follows:

40% by the County RIP in which the PROJECT is located;
40% by the State IIP; and
10% each by the two remaining County's RIPs.

FREEMAN GULCH PROJECT PROVISIONS

1. Inyo and Mono LTC's agreed to advance funds to the Kern COG by each programming and additional 20% in RIP to the advancement of the Design Phase for this project in the 2012 STIP cycle.
2. As such, Kern COG agrees to reallocate the funds advanced by Inyo and Mono County LTC's in the next available STIP cycle when introducing funding for the Construction Phase of Segment 2 and prior to the introduction of new programming for the Design and Construction Phase of Segment 3.

Inyo, Mono, and Kern County RTPAs have, by separate Resolution or Minute Order authorized their duly appointed officers to execute this agreement.

ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 3 OF 11

MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND KERN COUNCIL OF GOVERNMENTS

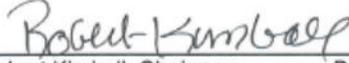
Kern Council of Governments

 DEC 15 2014
Harold W. Hanson, Chairman Date

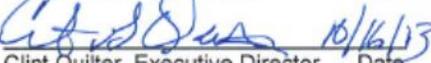
 9-19-13
Philip W. Hall, Deputy County Counsel Date

 DEC 15 2014
Ahron Hakimi, Executive Director Date

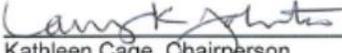
Inyo County Local Transportation Commission

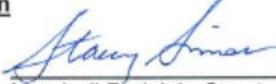

Robert Kimball, Chairman Date

 10/10/13
Dana Crom, Deputy County Counsel Date

 10/16/13
Clint Quilter, Executive Director Date

Mono County Local Transportation Commission

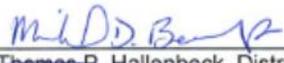
 11/3/14
Kathleen Cage, Chairperson Date

 11/13/14
Marshall Rudolph, County Counsel Date

 11/3/14
Scott Burns, Executive Director Date

CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RIP county shares with IIP funds for the purpose of jointly funding the State Highway Projects as specified in this MOU.

 11/24/2014
Thomas P. Hallenbeck, District Director Date
Caltrans, District 9 (ACTING)

 12-15-2014
Shari Bender-Ehlert, District Director Date
Caltrans, District 6

ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 4 OF 11

Attachment A

MEMORANDUM OF UNDERSTANDING

BETWEEN

INYO COUNTY LOCAL TRANSPORTATION COMMISSION,
MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND
KERN COUNCIL OF GOVERNMENTS

This Memorandum of Understanding is entered into, by, and between the Inyo County Local Transportation Commission, the Mono County Local Transportation Commission, and the Kern Council of Governments (Kern COG).

RECITALS

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Governments Code Section 29532, and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The RTPAs have been advised that the California Transportation Commission (CTC) is encouraging Regional Transportation Planning Agencies to cooperate in the development of priorities related to the programming of State Transportation Improvement Program (STIP) funds for highway projects. Additional funding is anticipated for programming in the 1998 STIP Amendment.

The Inyo, Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the development of State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395, from Interstate 15 to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR). The RTPAs wish to further consider:

- Forming a coalition consisting of Inyo, Mono and Kern County RTPAs
- Meeting regularly
- Developing additional MOUs to define the planning process and the CORRIDOR development plan
- Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR, to include Highway 120
- At a future date invite San Bernardino RTPA to participate in the coalition and increase the scope to include the development of U.S. 395 from Interstate 15 to the Kern/San Bernardino County line.

ROLES AND RESPONSIBILITIES

Under this MOU, Inyo, Mono and Kern County RTPAs agree to pool Regional Transportation Improvement Program (RTIP) funds (county shares) for the purpose of joint sponsoring PROJECTS on

EXHIBIT 0

ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 5 OF 11

Attachment A

the CORRIDOR. The RTPAs hereby request the CTC commit Interregional Transportation Improvement Program (ITIP) funding toward the joint sponsored PROJECTS.

The RTPAs agree to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed changes to project scope, limits, cost and/or schedule must be approved by the California Transportation Commission before becoming effective. The RTPAs agree to not change the project scope, limits, cost and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified below are complete (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all of the PROJECTS have not been completed or programmed in the 2008 STIP adopted by the CTC. This MOU can be modified or amended by mutual written consent of all parties. This MOU does not replace or modify any other preexisting MOU between any or all parties. Likewise, future MOUs may be entered into between any or all of the parties notwithstanding this MOU. In the event funding is not authorized by the CTC, this MOU shall become null and void.

PROPOSED PROJECTS AND FUNDING

For the 1998 STIP Amendment the proposed components of PROJECTS for joint funding under this agreement are:

- Widen U.S. 395 in Inyo County to four lane expressway from P.M. 30.8 to 41.6- Olancho/Cartago project. Achieve Project Approval and Environmental Document.
- Widen State Route 14 in Kern County to four lane expressway from P.M. 16.2 to 26.3- North Mojave project. Achieve Project Approval and Environmental Document.
- This MOU also incorporates PROJECT(S) to be identified on U.S. 395 and/or State Route 120 in Mono County. Prior to any PROJECTS identified in this MOU being advanced for Plans Specifications and Engineering, Mono County shall identify its PROJECT(S). PROJECT(S) identified by Mono County shall be amended into this MOU and must be agreed to by both the other parties hereto. Mono County's PROJECT(S) must be identified prior to the adoption of the 2002 STIP or this MOU shall be automatically terminated.

Each party of this MOU agrees to program the remaining phases of these projects in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during the next STIP cycle if the MOU is terminated.

ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 6 OF 11

Attachment A

The projects are to be funded as follows:

40% by the County RTIP in which the PROJECT is located.

40% by the State ITTP

10% each by the two remaining County's RTIPs

Inyo, Mono, and Kern County RTPAs have, by separate Resolution or Minute Order, authorized their duly appointed officers to execute this agreement.

Kern Council of Governments

Cathy L. Probst 1-11-99
Cathy Probst Date
Chairman

Kirk Perkins 1/9/99
Kirk Perkins Date
Deputy County Counsel

Ron Brummett 1/7/99
Ron Brummett Date
Executive Director

Inyo County Local Transportation Commission

Robert Kimball
Robert Kimball Date
Chairman

Paul Bruce for 1/7/99
Paul Bruce Date
County Counsel

Jeff Jewett 1-7-99
Jeff Jewett Date
Executive Director

Mono County Local Transportation Commission

Joann Ronci 1-7-99
Joann Ronci Date
Chairman

Marshall Rudolph 1/7/99
Marshall Rudolph Date
County Counsel

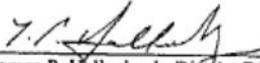
Scott Burns 1-7-99
Scott Burns Date
Executive Director

ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 7 OF 11

Attachment A

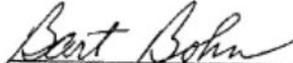
CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RTIP county shares with ITIP funds for the purposes of jointly funding the State Highway Projects as specified in the MOU.



Thomas P. Hallenbeck, District Director
Caltrans, District 09

1/7/99
Date



Bart Bohn, District Director
Caltrans, District 06

1/7/99
Date

ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 8 OF 11

Attachment A

**MEMORANDUM OF UNDERSTANDING
BETWEEN
INYO COUNTY LOCAL TRANSPORTATION COMMISSION,
MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND
KERN COUNCIL OF GOVERNMENTS**

This Memorandum of Understanding is entered into, by, and between the Inyo County Local Transportation Commission, the Mono County Local Transportation Commission, and the Kern Council of Governments (Kern COG).

RECITALS

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Government Code Section 29532, and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The Inyo and Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the development of State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395, from the Kern/San Bernardino County line to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR).

As evidence of the cooperation between these three RTPAs, they entered into a Memorandum of Understanding in January, 1999 that provides for the joint funding of certain projects on the CORRIDOR, along with the following other considerations:

- Forming a coalition consisting of Inyo, Mono, and Kern County RTPAs
- Meeting regularly
- Developing additional MOUs to define the planning process and the CORRIDOR development plan
- Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR, to include Highway 120

During meetings between the RTPAs additional projects have been identified on the CORRIDOR which they consider to be of mutual benefit and which the three RTPAs wish to jointly fund.

ROLES AND RESPONSIBILITIES

Under this MOU, Inyo, Mono, and Kern County RTPAs agree to pool Regional Improvement Program (RIP) funds (county shares) for the purpose of joint sponsoring PROJECTS on the CORRIDOR. The RTPAs hereby request the CTC commit Interregional Improvement Program (IIP) funding toward the joint sponsored PROJECTS.

The RTPAs agree to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed change to project scope, limits, cost and/or schedule must be approved by the California Transportation

Attachment A

Commission before becoming effective. The RTPAs agree to not change the scope, limits, cost, and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified below are complete (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all of the PROJECTS have not been completed or programmed in the 2012 STIP adopted by the CTC. This MOU can be modified or amended by mutual written consent of all parties. This MOU does not replace or modify any other preexisting MOU between any or all parties. Likewise, future MOUs may be entered into between any or all of the parties notwithstanding this MOU. In the event funding for any of the PROJECTS is not authorized by the CTC, the provisions for funding those PROJECTS contained in this MOU shall become null and void.

PROPOSED PROJECTS AND FUNDING

For the 2002 STIP the proposed components of PROJECTS for joint funding under this MOU are:

- **Widen State Route 14 in Kern County to four lane expressway from P.M. 45.9 to 62.3 – Freeman Gulch project. Achieve Project Approval and Environmental Document.**
- **Widen Highway 395 in Kern County to four lane expressway from P.M. 14.8 to 23 - Inyokern four-lane project. Achieve Project Approval and Environmental Document.**

Each party recognizes that, while no reciprocal projects are identified in the remaining Counties, the intent is to jointly fund future projects in each County.

Each party of this MOU agrees to program the remaining phases of these PROJECTS in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during the next STIP cycle if the MOU is terminated.

The projects are to be funded as follows:

- 40% by the County RIP in which the PROJECT is located
- 40% by the State IIP
- 10% each by the two remaining County's RIPs

Inyo, Mono, and Kern County RTPAs have, by separate Resolution or Minute Order, authorized their duly appointed officers to execute this MOU.

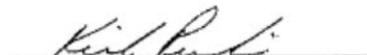
ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 10 OF 11

Attachment A

Kern Council of Governments:

Approved as to form:

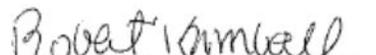

Philip Smith
Chairperson

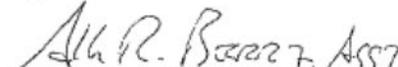

Kirk Perkins
Deputy County Counsel

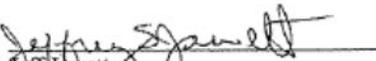

Ronald E. Brummett
Executive Director

Inyo County Local Transportation Commission

Approved as to form:

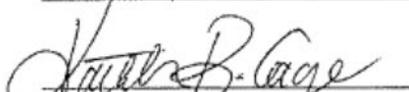

Robert Kimball
Chairman


Pat Bruce
County Counsel


Jeff Wyatt
Executive Director

Mono County Local Transportation Commission

Approved as to form:

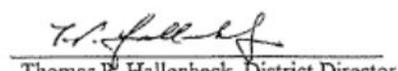

Kathleen Cage
Chairperson

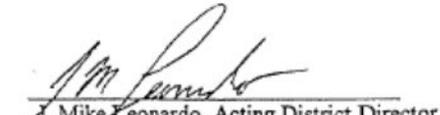

Marshall Rudolph
County Counsel


Scott Burns
Executive Director

CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RIP county shares with IIP funds for the purpose of jointly funding the State Highway Projects as specified in this MOU.


Thomas P. Hallenbeck, District Director
Caltrans, District 9


J. Mike Leonardo, Acting District Director
Caltrans, District 6

ATTACHMENT B

2013 Memorandum of Understanding Between Inyo County, Mono County and Kern County

MOU Programming Summary - (\$ X 1,000) - BOLD - Programmed Italic - Not Yet Programmed							
	FY	IIP	Inyo	Kern	Mono	Total	Status
(Kern) North Mojave 4-Lane		\$27,403	\$6,851	\$27,403	\$6,851	\$68,508	Constructed
(Inyo) Olancha Cartago		\$49,071	\$49,071	\$12,268	\$12,268	\$122,678	Final Environmental
Environmental	7/8	\$2,749	\$2,749	\$687	\$687	\$6,872	In Progress
Design	12/13	\$2,051	\$2,051	\$513	\$513	\$5,128	Not Started
Rights-of-Way	14/15	\$6,620	\$6,620	\$1,655	\$1,655	\$16,550	Not Started
Construction	17/18	\$37,400	\$37,400	\$9,350	\$9,350	\$93,500	Proposed in 2014 Cycle
(Mono) High Point		\$597	\$150	\$150	\$597	\$1,494	Constructed
Environmental	2/3	\$541	\$135	\$135	\$541	\$1,352	Completed
Design	7/8	\$56	\$15	\$15	\$56	\$142	Completed
Since the remainder of this project was delivered in the state highway maintenance program (SHOPP) - (figures below) another project will be selected for Mono County at a future date, as reflected in the MOU.							
Design	11/12					\$1,770	Completed
Rights-of-Way	11/12					\$288	Completed
Construction	11/12					\$20,100	Completed
(Kern) Inyokern		\$1,240	\$310	\$1,240	\$310	\$3,100	Shelved
Environmental	2/3	\$1,240	\$310	\$1,240	\$310	\$3,100	
This project is currently shelved but still part of the MOU.							
(Kern) Freeman Gulch Env.		\$779	\$195	\$779	\$195	\$1,948	Completed
Environmental	2/3	\$779	\$195	\$779	\$195	\$1,948	
This project was broken into segments to facilitate financing over multiple funding cycles. See segment information below.							
(Kern) Freeman Gulch Seg. 1		\$17,955	\$4,489	\$17,955	\$4,489	\$44,888	In Design
Design	12/13	\$1,000	\$250	\$1,000	\$250	\$2,500	In Progress
Rights-of-Way	14/15	\$4,520	\$1,130	\$4,520	\$1,130	\$11,300	Not Started
Construction	16/17	\$12,435	\$3,109	\$12,435	\$3,109	\$31,088	Not Started
(Kern) Freeman Gulch Seg. 2		\$19,075	\$3,258	\$19,075	\$3,258	\$44,666	In Design
Design	15/16	\$1,300	\$975	\$0	\$975	\$3,250	In Progress
Rights-of-Way	16/17	\$3,044	\$2,283	\$0	\$2,283	\$7,610	Not Started
Construction	Future	\$14,731	\$0	\$19,075	\$0	\$33,806	
(Kern) Freeman Gulch Seg.3		\$21,726	\$5,419	\$21,726	\$5,419	\$54,290	Not Started
Design	Future	\$1,840	\$460	\$1,840	\$460	\$4,600	Not Programmed
Rights-of-Way	Future	\$510	\$115	\$510	\$115	\$1,250	Not Programmed
Construction	Future	\$19,376	\$4,844	\$19,376	\$4,844	\$48,440	Not Programmed
Total :		\$137,846	\$69,743	\$100,596	\$33,387	\$341,572	
		IIP	Inyo	Kern	Mono		County Total
Inyo		\$49,071	\$49,071	\$12,268	\$12,268		\$122,678
Kern		\$88,178	\$20,522	\$88,178	\$20,522		\$217,400
Mono		\$697	\$150	\$160	\$697		\$1,494
Total By Agency		\$137,846	\$69,743	\$100,596	\$33,387		\$341,572
Agency		Outside County	Received in County	Total Expended by County			
Inyo	\$	20,672	\$	122,678	\$	69,743	
Kern	\$	12,418	\$	217,400	\$	100,596	
Mono	\$	32,790	\$	1,494	\$	33,387	

Programming indicated above reflects both advanced phases from previous STIP cycles in addition to future needs. Cost estimates are subject to revision.

ATTACHMENT F – KERN INYO MONO CALTRANS STIP FUNDING MOU



March 19, 2015

TO: Transportation Technical Advisory Committee
STIP Project Managers
Interested Persons

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

Joseph Stramaglia,
Regional Planner



SUBJECT: **SAVE THE DATES - 2016 RTIP WORKSHOPS**

Please make a note of the following dates regarding 2016 Regional Transportation Improvement Program Workshops. Notifications will be sent out as each Workshop approaches. Meeting "in-person" is preferred but a teleconference number will be provided upon request. The purpose of the workshops will be to advise interested parties on the status of regionally significant projects advancing through the STIP, Fund Estimate capacity proposed by the California Transportation Commission and course of action anticipated by Kern COG staff based on the previous RTIP outcomes, current needs and evolving STIP Guidelines.

Scheduled 2016 RTIP Workshop dates are listed below:

- Wednesday July 22, 2015
- Wednesday August 12, 2015
- Wednesday September 23, 2015
- Location: Kern COG Board Room
- Time: 9:30 AM to 11:00 AM.

Kern Council of Governments

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

KERN COUNCIL OF GOVERNMENTS
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE AND
CONGESTION MANAGEMENT AGENCY TECHNICAL ADVISORY COMMITTEE

KERN COG CONFERENCE ROOM
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA

WEDNESDAY
July 1, 2015
10:00 A.M.

I. ROLL CALL:

- II. PUBLIC COMMENTS:** This portion of the meeting is reserved for persons to address the Committee on any matter not on this agenda but under the jurisdiction of the Committee. Committee members may respond briefly to statements made or questions posed. They may ask a question for clarification; make a referral to staff for factual information or request staff to report back to the Committee at a later meeting. **SPEAKERS ARE LIMITED TO TWO MINUTES. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD PRIOR TO MAKING A PRESENTATION.**

Disabled individuals who need special assistance to attend or participate in a meeting of the Transportation Technical Advisory Committee may request assistance at 1401 19th Street, Suite 300; Bakersfield CA 93301 or by calling (661) 861-2191. Every effort will be made to reasonably accommodate individuals with disabilities by making meeting material available in alternative formats. Requests for assistance should be made at least three (3) working days in advance whenever possible.

III. APPROVAL OF DISCUSSION SUMMARY: Meeting of Wednesday, June 3, 2015

IV. FISCAL YEAR 2009-10 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS CLAIM – CITY OF TAFT FOR \$200,000 (Snoddy)

Comment: FY 2009-10 Transportation Development Act Streets and Roads claim for the City of Taft for \$200,000.

Action: Review FY 2009-10 TDA Streets and Roads Claim for the City of Taft for \$200,000 and recommend approval to the Transportation Planning Policy Committee.

V. FISCAL YEAR 2010-11 TRANSPORTATION DEVELOPMENT ACT (TDA) PUBLIC TRANSIT CLAIM – CITY OF TAFT FOR \$89,750 (Snoddy)

Comment: FY 2010-11 Transportation Development Act Streets and Roads claim for the City of Taft for \$89,750.

Action: FY 2010-11 Transportation Development Act Streets and Roads claim for the City of Taft for \$89,750.

VI. FISCAL YEAR 2011-12 TRANSPORTATION DEVELOPMENT ACT (TDA) PUBLIC TRANSIT CLAIM – CITY OF TAFT FOR \$100,000 (Snoddy)

Comment: FY 2011-12 Transportation Development Act Public Transit claim for the City of Taft for \$100,000.

Action: Review FY 2011-12 TDA Public Transit Claim for the City of Taft for \$100,000 and recommend approval to the Transportation Planning Policy Committee.

VII. FISCAL YEAR 2010-11 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS CLAIM – CITY OF TAFT FOR \$50,000 (Snoddy)

Comment: FY 2010-11 Transportation Development Act Streets and Roads claim for the City of Taft for \$50,000.

Action: Review FY 2010-11 TDA Streets and Roads Claim for the City of Taft for \$50,000 and recommend approval to the Transportation Planning Policy Committee.

VIII. FISCAL YEAR 2011-12 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS CLAIM – CITY OF TAFT FOR \$56,161 (Snoddy)

Comment: FY 2011-12 Transportation Development Act Streets and Roads claim for the City of Taft for \$56,161.

Action: Review FY 2011-12 TDA Streets and Roads Claim for the City of Taft for \$56,161 and recommend approval to the Transportation Planning Policy Committee.

IX. FISCAL YEAR 2012-13 TRANSPORTATION DEVELOPMENT ACT (TDA) PUBLIC TRANSIT CLAIM – CITY OF TAFT FOR \$100,000 (Snoddy)

Comment: FY 2012-13 Transportation Development Act Public Transit claim for the City of Taft for \$100,000.

Action: Review FY 2012-13 TDA Public Transit Claim for the City of Taft for \$100,000 and recommend approval to the Transportation Planning Policy Committee.

X. FISCAL YEAR 2015-16 TRANSPORTATION DEVELOPMENT ACT (TDA) TRANSIT CLAIM – NORTH OF THE RIVER RECREATION AND PARK DISTRICT (CTSA) FOR \$1,045,865 (Snoddy)

Comment: FY 2015-16 Transportation Development Act Public Transit claim for the North of the River Recreation and Park District (CTSA) for \$1,045,865

Action: Review FY 2015-16 TDA Public Transit Claim for North of the River Recreation and Park District for \$1,045,865 and recommend approval to the Transportation Planning Policy Committee.

XI. FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AMENDMENT – TIMELINE (Pacheco)

Comment: Upcoming amendment schedule.

Action: Information

XII. 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (Stramaglia)

Comment: The 2016 Regional Transportation Improvement Program (2016 RTIP) is a 5-year Program for Projects of Regional Significance and is updated every two years by the California Transportation Commission (CTC). Kern Council of Governments (Kern COG) is expected to submit its regionally approved project requests to the CTC by December 2015 as required by law. This information was reviewed by the Transportation Technical Advisory Committee.

Action: Information

XIII. REGIONAL GROWTH FORECAST UPDATE (Raymond)

Comment: The Regional Growth Forecast for total countywide population is scheduled to be considered by the Kern COG board in October 2015. The initial draft report will be made available.

Action: Information

XIV. 2018 RTP/SCS PROCESS TIMELINE AND REGIONAL GROWTH FORECAST UPDATE (Ball)

Comment: Status of the 4 year update to the 20+ year Regional Transportation Plan (RTP) development scheduled for adoption in 2018.

Action: Information

XV. MEMBER ITEMS

XVI. ADJOURNMENT

The next scheduled meeting of the Transportation Technical Advisory Committee will be Wednesday August 5, 2015.

KERN COUNCIL OF GOVERNMENTS
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE AND
CONGESTION MANAGEMENT AGENCY TECHNICAL ADVISORY COMMITTEE

KERN COG CONFERENCE ROOM
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA

WEDNESDAY
June 3, 2015
10:00 A.M.

Chairman Schlosser called the meeting to order at approximately 10 a.m. A “sign-in” sheet was provided.

I. ROLL CALL

MEMBERS PRESENT:

Dennis Speer	City of Ridgecrest
Joe West	NOR/CTSA
Pedro Nunez	City of Delano
Craig Platt	City of California City
Bob Wren	City of Wasco
Miguel Barcenas	City of Arvin
Jay Schlosser	City of Tehachapi
Craig Jones	City of Taft
Bob Neath	Kern County
Karen King	GET
Ted Wright	City of Bakersfield
Sandra Scherr	CALTRANS
Wayne Clausen	City of Shafter

STAFF:

Peter Smith	Kern COG
Ahron Hakimi	Kern COG
Joe Stramaglia	Kern COG
Raquel Pacheco	Kern COG
Rob Ball	Kern COG
Bob Snoddy	Kern COG
Tami Jones	Kern COG

OTHER:

- II. **PUBLIC COMMENTS:** This portion of the meeting is reserved for persons to address the Committee on any matter not on this agenda but under the jurisdiction of the Committee. Committee members may respond briefly to statements made or questions posed. They may ask a question for clarification, make a referral to staff for information or request staff to report to the Committee at a later date.

SPEAKERS ARE LIMITED TO TWO MINUTES. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD PRIOR TO MAKING A PRESENTATION

There were no public comments.

- III. **APPROVAL OF DISCUSSION SUMMARY:** Meeting of May 6, 2015. Mr. Clausen made a motion to recommend approval to the Transportation Planning Policy Committee. Mr. Wright seconded the motion. Motion carried.

IV. FISCAL YEAR 2009-10 TRANSPORTATION DEVELOPMENT ACT (TDA) PUBLIC TRANSIT CLAIM – CITY OF TAFT FOR \$300,000

Mr. Snoddy reported that Kern COG staff has reviewed this claim and recommends approval to the Transportation Planning Policy Committee.

A motion was made by Mr. Clausen to recommend approval, Mr. Platt seconded the motion. Motion carried.

V. FISCAL YEAR 2015-16 TRANSPORTATION DEVELOPMENT ACT (TDA) PUBLIC TRANSIT CLAIM – CITY OF BAKERSFIELD FOR \$420,361

Mr. Snoddy reported that Kern COG staff has reviewed this claim and recommends approval to the Transportation Planning Policy Committee.

A motion was made by Mr. Wright to recommend approval. Mr. Platt seconded the motion. Motion carried.

VI. FISCAL YEAR 2008-09 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS CLAIM – CITY OF TAFT FOR \$201,839

Mr. Snoddy reported that Kern COG staff has reviewed this claim and recommends approval to the Transportation Planning Policy Committee.

A motion was made by Mr. Clausen to recommend approval. Mr. Wright seconded the motion. Motion carried.

VI.B FY 2015-16 TDA PUBLIC TRANSIT CLAIM – GOLDEN EMPIRE TRANSIT DISTRICT FOR \$23,266,153

Mr. Snoddy reported that Kern COG staff has reviewed this claim and recommends approval to the Transportation Planning Policy Committee.

Mr. Snoddy answered questions from the committee.

A motion was made by Mr. Clausen to recommend approval. Mr. Wright seconded the motion. Motion carried.

VII. FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AMENDMENT – TIMELINE

Ms. Pacecho stated that Kern COG staff has reviewed FTIP Amendment requests received and has decided to not process a formal amendment but instead process an administration modification to the FTIP. Ms. Pacheco advised that with that in mind, please disregard the timeline provided in the staff report.

This item is for information only.

VIII. 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Stramaglia stated that the 2016 Regional Transportation Improvement Program (2016 RTIP) is a 5-year Program for Projects of Regional Significance and is updated every two years by the California Transportation Commission (CTC). Kern Council of Governments (Kern COG) is expected to submit its regionally approved project requests to the CTC by December 2015 as required by law.

Mr. Stramaglia briefly updated the committee on the process.

This item was for information only.

IX. MEMBER ITEMS

Mr. Smith stated that June 1st was the submittal date for ATP applications. Mr. Smith advised that Kern COG had to date received 16 copies of applications with a total of \$13,183,995 in requested ATP funds.

Mr. Smith reminded the committee that Transportation Development Act Article 3 applications are due July 15, 2015.

Mr. Smith advised that the September 2015 TTAC meeting is tentatively scheduled to be dark.

Ms. Pacheco stated that The CMAQ and RSTP call for projects applications are due September 3rd by 4:00 PM. A workshop was held May 12th. The last workshop will be held June 16th from 10:00 AM to noon.

X. ADJOURNMENT

Mr. Schlosser adjourned the meeting at 11:01 AM. Next meeting is scheduled for Wednesday July 1, 2015.



July 1, 2015

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

BY: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: IV
FISCAL YEAR 2009-10 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS
CLAIM – CITY OF TAFT FOR \$200,000

DESCRIPTION:

FY 2009-10 Transportation Development Act Streets and Roads claim for the City of Taft for \$200,000.

DISCUSSION:

Kern COG staff has received and reviewed the following TDA claim for the City of Taft for \$200,000.

<u>Claimant</u>	<u>LTF</u>	<u>STAF</u>	<u>TOTAL</u>
City of Taft	\$200,000	-0-	\$200,000

The City of Taft will use the claim funds for the following expenses: administration and engineering; various street and road maintenance; and various tools and office equipment. This claim has been evaluated in accordance with the following criteria: 1) the maximum funding level does not exceed claimants' deferred revenues, plus current year apportionments, less required public transit financing; 2) claimants have conducted a public hearing within its jurisdiction to receive testimony regarding unmet transit needs and have made an appropriate finding by resolution of its governing body; 3) project proposed for funding is in conformity with the Regional Transportation Plan; and 4) claimants have not requested or received funds in excess of its current year expenditure. Staff recommends approval.

ACTION:

Review FY 2009-10 TDA Streets and Roads Claim for the City of Taft for \$200,000 and recommend approval to the Transportation Planning Policy Committee.

Attachments: City of Taft 2009-10 TDA Streets Claim and FY 2009-10 Kern COG TDA estimate.

CITY OF

TAFT

energized for the future

June 18, 2015

Mr. Bob Snoddy
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

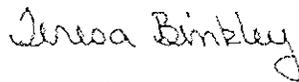
**SUBJECT: 2009-10 TRANSPORTATION DEVELOPMENT ACT (TDA) STREET &
ROADS CLAIM.**

Dear Mr. Snoddy:

The enclosed are the **TDA PUBLIC STREET AND ROADS CLAIM** for \$200,000 all forms and other required documents for the City of Taft, California.

Please feel free to call me at (661) 763-1350 Ext. 18 if you have any questions concerning this matter.

Very truly yours,



Teresa Binkley
Director of Finance

Enclosures

cc: Craig Jones, City Manager, less enclosures
Elsa Garcia, Account Clerk I

S:\VOL\FINANCE\EXCEL\KERN COG TDA CLAIMS\2009-10 TDA STREET & ROAD.CL.M.LTR.DOC

ADMINISTRATION • FINANCE • PLANNING • PUBLIC WORKS
209 E. KERN STREET • TAFT, CA 93268
661 / 763-1222 • 661 / 765-2480 Fax
www.cityoftaft.org

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

FILING INSTRUCTIONS

General Information

A. **Eligible Claimants** - the County of Kern and cities of Arvin, Bakersfield, California City, Delano, Maricopa, McFarland, Ridgecrest, Shafter, Taft, Tehachapi and Wasco.

B. **Filing Deadline** - on or before September 5th of the fiscal year.

C. **Claim Guidelines** - claims shall be filed in accordance with Public Utilities Code Sections 99400 through 99408, associated administrative regulations and Kern COG TDA Rules and Regulations.

D. **Claim Format** - claims shall be filed on the forms prescribed by Kern COG.

E. **Funding Priority** - funding for streets and roads purposes shall be approved after all "reasonable" transit needs have been met within the service area of the claimant.

F. **Eligible Costs** - street and road activity administration, planning, construction and maintenance as stipulated in the California State Controller's publication entitled "Guidelines Relating to Gas Tax Expenditures for Streets and Roads".

Part 1 - Claimant Information

Provide agency identification and location information. Identify a single representative to act as a liaison with Kern COG on all matters regarding this claim.

Part 2 - Claim and Assurances

Have the person, authorized in the governing body's action to approve the execution and filing of this claim and the person responsible for the financial information, sign and date the claim.

Part 3 - FY 2008-09 Revenues and Expenditures

Supply the financial information requested regarding the fiscal year prior to the year of this claim. The purpose of this information is to calculate the deferred revenue (carryover of unexpended funds) to be reclaimed. A brief description of and source for each line item is provided.

Part 4 - FY 2009-10 Object Budget

Supply the financial information requested regarding the fiscal year of this claim. Starting with the deferred revenue calculated in Part 3, calculate the total estimated funds available and subtract transit claim allocations to arrive at the net funding available for streets and roads purposes. Prepare an object budget of estimated expenditures which less than or equal to net available streets and roads funding.

Part 5 - FY 2009-10 Project Budget

Itemize the projects, equipment and services included within each type of expenditure category listed in Part4-III. Total project expenditures should equal total object expenditures (Part 4, Line J).

Part 6 - Supplemental Information

Supply each of the following documents:

- a copy of the unmet needs public hearing notice proof of publication
- a copy of the governing body's unmet needs finding
- a copy of the governing body's authorization to file

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM (FY 2009-10)

Part 1 of 6 - CLAIMANT INFORMATION

I. Claimant

Agency: CITY OF TAFT

Mailing Address: 209 E. KERN STREET

Office Address: 209 E. KERN STREET

City/State/Zip: TAFT CA 93268

Telephone: 661-763-1222 EXT.18

WEB Site: <http://www.cityoftaft.org/>

II. Contact Person

Name: TERESA BINKLEY

Title: FINANCE DIRECTOR

Department: FINANCE

Office Address: 209 E. KERN STREET

City/State/Zip: TAFT CA 93268

Telephone: 661-763-1222 EXT.18

E-mail: tbinkley@cityoftaft.org

CITY OF TAFT

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

Part 2 of 6 - Claim and Assurances
For Fiscal Year 2009-10

A. CLAIM: The CITY OF TAFT hereby claims all Local Transportation Fund apportionments and allocations for the 2009-2010 fiscal year plus all unencumbered fund balances and/or deferred revenues held in its local treasury less funds first allocated for transit uses.

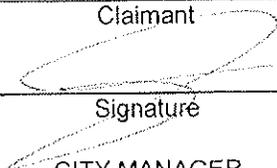
B. COMPLIANCE ASSURANCES: The CITY OF TAFT hereby certifies that, as a condition of receiving funds pursuant to Public Utilities Code Section 99200, et seq. and California Administrative Code Section 6600, et seq., as amended, it shall ensure that:

1. All funds will be expended in compliance with the requirements of Public Utilities Code Sections 99200 through 99408, California Administrative Code Sections 6600 through 6684, Office of the State Controller "Guidelines Relating to Gas Tax Expenditures" and Kern Council of Governments' Transportation Development Act Rules and Regulations.

2. All funds will be expended in accordance with the budgets described in Parts 4 and 5 of this claim, attached hereto and made a part hereof, by this reference.

These assurances are given in consideration of and for the purpose of obtaining any and all funds allocated for streets and roads purposes pursuant to Public Utilities Code, Division 10, Part 11, Chapter 4 of the State of California.

The person whose signature appears below has been authorized to provide the assurances cited above and prepare, submit and execute this claim on behalf of:

CITY OF TAFT
Claimant

Signature
6-18-2015
Date
CITY MANAGER
Title

C. FINANCIAL ASSURANCES: As the chief financial officer of the CITY OF TAFT I hereby attest to the reasonableness and accuracy of the financial information presented in this claim and declare it to be consistent with the uniform system of accounts and records adopted by the Controller of the State of California.

Jessica Binkley
Signature
6/18/15
Date
FINANCE DIRECTOR
Title

CITY OF TAFT

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

Part 3 of 6 - FY 2008-09 Revenues and Expenditures

<u>Account/Description</u>	<u>Amount</u>
<u>I. FY 2008-09 Available Resources</u>	
A. Deferred Revenues - Actual unexpended prior year TDA cash receipts held in claimant's treasury as of June 30, 2008 (from 2007-08 audit report)	_____
B. FY 2008-09 Cash Receipts from trust funds - TDA cash receipts through June 30, 2009.	
1. Local Transportation Fund	_____
C. FY 2008-09 Interest Earned - interest earnings on claimant cash balances through June 30, 2009.	_____
D. Fund Balance - Actual fund balances or reserves held in claimant's treasury as of June 30, 2008 (from 2007-08 audit report)	\$ 41,232
E. TOTAL FY 2008-09 AVAILABLE RESOURCES (Lines A+B1+C+D)	\$ 41,232
<u>II. FY 2008-09 Expenditures</u>	
F. Administration and Engineering	_____
G. Maintenance	_____
H. Construction	_____
I. Equipment	_____
J. Other	_____
K. TOTAL FY 2008-09 EXPENDITURES (Lines F+G+H+I+J)	\$ -
L. AVAILABLE RESOURCES AT JUNE 30, 2009-enter here and Part 4, Line A (Line E-K)	\$ 41,232

CITY OF TAFT

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

Part 4 of 6 - Object Budget
For Fiscal Year 2009-10

<u>Account/Description</u>	<u>Amount</u>
<u>I. FY 2009-10 Available Resources</u>	
A. Available Resources - estimated unexpended prior year TDA cash receipts held in claimant's treasury as of June 30, 2009 (from Part 3, Line L)	\$ 41,232
B. Trust Fund Balances at June 30, 2009	
1. Local Transportation Fund	\$ 200,000
C. FY 2009-10 Trust Fund Apportionments - (from Kern COG estimate)	
1. Local Transportation Fund	\$ 315,774
2. Regional Planning Contribution	\$ 10,033
D. FY 2009-10 Interest Earned - estimated interest earnings on claimant cash balances through June 30, 2010.	_____
E. TOTAL ESTIMATED FY 2009-10 AVAILABLE RESOURCES (Line A+B1+C1+C2+D)	\$ 567,039
<u>II. FY 2009-10 Planning & Transit Allocations</u>	
F. Local Transportation Fund	
1. Public Transit (from transit claim)	\$ 289,967
2. Regional Planning Contribution (from Fund Estimate, Schedule B)	\$ 10,033
G. NET ESTIMATED FY 2009-10 AVAILABLE RESOURCES (Line E-F1-F2)	\$ 267,039
<u>III. FY 2009-10 Estimated Expenditures</u>	
H. Administration and Engineering	\$ 227,709
I. Maintenance	\$ 9,770
J. Construction	
K. Equipment	\$ 3,753
L. Other	_____
M. TOTAL FY 2009-10 ESTIMATED EXPENDITURES-Itemize in Part 5 (Line H+I+J+K+L)	\$ 241,232
N. Capital Outlay Reserve Allocations	
1. Local Transportation Fund	_____
O. DEFERRED REVENUES OR FUND BALANCE AT JUNE 30, 2010 (Line G-M-N1)	\$ 25,807
<u>FY 2009-10 NET CLAIM AMOUNT (Line M - Line A)</u>	<u>\$ 200,000</u>

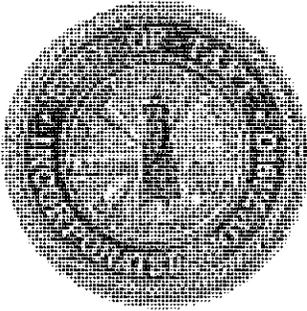
CITY OF TAFT

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

Part 6 of 6 - Supplemental Information
For Fiscal Year 2009-10

Attach the following documentation:

1. A copy of the proof of publication for the public notice regarding conduct of a hearing for the purpose of receiving public testimony regarding transit needs within the claimant's service area.
2. A copy of the governing body's resolution or minute order which makes one of the following findings:
 - a. There are no unmet transit needs.
 - b. There are no unmet transit needs that are reasonable to meet.
 - c. There are unmet transit needs, including needs that are reasonable to meet.
3. A copy of the governing body's authorization to execute and file this claim.



City of Taft Agenda Report

DATE: May 5, 2009
TO: Honorable Mayor and Council Members
FROM: Public Works

AGENDA ITEM:

TRANSIT UNMET NEEDS

SUMMARY STATEMENT:

A Transit Unmet Needs hearing was advertised for 10:30 A.M., Saturday, April 18, 2009, in the Council Chambers at Taft City Hall. This hearing was publicly noticed in the Daily Midway Driller on March 17, 2009 and in the Taft Independent on April 10, 2009. No comments, written or oral were received.

The Transportation Development Act outlines criteria for the distribution of funds for public transportation. Pursuant to the Transportation Development Act, the City of Taft must annually conduct a hearing to receive input from the community regarding potential unmet transit needs within the City which are reasonable to be met. If there is a finding that there are no unmet transit needs that are reasonable to be met, the transportation planning agency may allocate funds for maintenance of local streets and roads.

Staff prepared the attached resolution indicating there are no unmet needs that can reasonably be met at this time.

RECOMMENDATION:

Motion to adopt a resolution entitled A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TAFT MAKING FINDINGS REGARDING UNMET TRANSIT NEEDS IN THE CITY OF TAFT.

IMPACT ON BUDGET (Y/N): No

ATTACHMENT (Y/N): Resolution and Minutes

PREPARED BY: Craig Jones

FUNDS VERIFIED BY: Jenena Statler

C. M. APPROVAL: [Signature]

DH

RESOLUTION 3132-09

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TAFT MAKING FINDINGS RELATIVE TO UNMET TRANSIT NEEDS IN THE CITY OF TAFT.

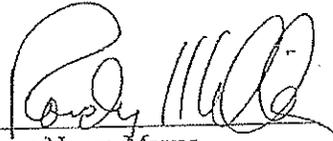
WHEREAS, the Transportation Development Act of 1971 provides for distribution of funds to Local Transportation Fund held in trust by the Kern County Auditor/ Controller for use by eligible claimants for purposes authorized by Article 4; and

WHEREAS, THE City Council has noticed the public hearing to hear comments relative to unmet transit needs in the City of Taft; and

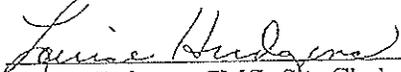
WHEREAS, the Transit Agency has made finding that the Taft Area Transit service has no unmet needs which are reasonable to meet and the claimant may use the remaining funds for the purpose authorized by Article 8, Section 99400(a) Streets and Roads.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Taft that there are no Unmet Transit Needs that are reasonable to be met within the greater Taft area serviced by the Taft Area Transit.

PASSED, APPROVED, AND ADOPTED this 5th day of May, 2009.


Dave Noerr, Mayor ---
Randy Miller, Mayor Pro Tem

ATTEST:


Louise Hudgens, CMC, City Clerk

STATE OF CALIFORNIA)
COUNTY OF KERN) SS
CITY OF TAFT)

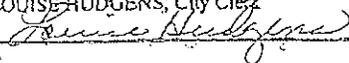
I, Louise Hudgens, City Clerk of the City of Taft, do hereby certify that the foregoing Resolution was duly and regularly adopted by the City Council of the City of Taft at a regular meeting thereof held on the 5th day of May, 2009, by the following vote

AYES: COUNCIL MEMBER: Noble, Linder, Thompson, Miller
NOES: COUNCIL MEMBER: None
ABSENT: COUNCIL MEMBER: Noerr
ABSTAIN: COUNCIL MEMBER: None


Louise Hudgens, CMC, City Clerk

STATE OF CALIFORNIA)
COUNTY OF KERN) SS

I, LOUISE HUDGENS, City Clerk of the City of Taft, State of California, hereby certify the foregoing and annexed to be a full, true and correct copy of the original City of Taft Resolution No. 3132-09 on file in this office and that I have compared the same with the original. WITNESS my hand and seal this 7th day of May, 2009

LOUISE HUDGENS, City Clerk

By _____
Deputy City Clerk

General Manager Steve McEvoy, evening news anchor and News Director Todd Karli, reporter Felix Rodrigues Lima and the sales staff came to Taft Monday to meet with the Taft District Chamber of Commerce and local businesses.

Part of the plan includes low-cost commercials for area businesses.

McEvoy said the Channel 23 news team will broadcast live from 5-6:30 p.m. from the front of the Fox Theater and feature positive stories about Taft and the West Side.

a breakfast agenda.

Karli said it's going to deal.

Rodrigues Lima is one whose beats include the

"We're not just paying going out there," Karli said.

McEvoy said that the five stories about Taft.

"There's a lot of good we never cover," he said.

Daily

News & Sports
Now Available on
The All New....

taftmidwaydriller

PUBLIC TRANSIT MEETING

PLACE: Taft City Council Chambers
209 East Kern Street
Taft, CA 93268

DATE: Saturday, April 18, 2009

TIME: 10:30 a.m.

Persons interested in public transit in the community are invited to make comments and concerns on possible unmet public transit needs. Anyone unable to attend may submit written comments should be sent to the address below. For telephone testimony, please contact Mr. Jones at (661) 763-1222. Electronic mail may be sent to cjones@cityoftaft.org. Deadline for written, telephone and electronic testimony is no later than Saturday, April 25, 2009, at 5:00 p.m.

Craig Jones
Acting Director of Public Works
City of Taft
209 East Kern Street
Taft, CA 93268

RESOLUTION NO. 2511-99

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TAFT AUTHORIZING THE CITY MANAGER TO SUBMIT TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS AND PUBLIC TRANSIT CLAIMS

WHEREAS, the Kern Council of Governments has established filing instructions for the filing of TDA Streets and Roads and Public Transit Claims; and

WHEREAS, the claimants governing body must approve the execution and filing of the TDA Streets and Roads and Public Transit Claims.

NOW, THEREFORE, the Mayor and City Council of the City of Taft, California, do hereby authorize the City Manager to execute the City's TDA Streets and Roads and Public Transit Claims.

PASSED, APPROVED AND ADOPTED on this 5th day of October, 1999.

Bill Baker
Bill Baker, Mayor

ATTEST:

Norma L. Robinson
Norma L. Robinson, CMC
City Clerk

STATE OF CALIFORNIA }
COUNTY OF KERN } SS
CITY OF TAFT }

I, Norma L. Robinson, City Clerk of the City of Taft, do hereby certify that the foregoing Resolution was duly and regularly adopted by the City Council of the City of Taft at a regular meeting thereof held on the 5th day of October, 1999, by the following vote:

AYES: Councilmembers: Ackermann, Gibby, Waldrop, Baker
NOES: None
ABSENT: Miller
ABSTAIN: None

Norma L. Robinson
Norma L. Robinson, CMC
City Clerk

Kern Council of Governments

Transportation Development Act -- "Schedule A"
LTF STAF FUND ESTIMATE AND APPORTIONMENT FACTORS
FY 2009/10

Revised: June 18, 2009

Prospective Claimant	POPULATION BASIS 01/01/09	POPULATION RATIO	L.T.F. POPULATION APPORTIONMENT	S.T.A.F. POPULATION APPORTIONMENT	REVENUE BASIS (FY 06-07)	REVENUE RATIO	S.T.A.F. REVENUE APPORTIONMENT	TOTAL APPORTIONMENT
ARVIN	16,675	2.02%	\$579,875.13	\$0.00	\$75,298.00	1.24%	\$0.00	\$579,875.13
BAKERSFIELD (1)	333,719	40.34%	\$11,001,264.67	\$0.00	\$0.00	0.00%	\$0.00	\$11,001,264.67
CALIFORNIA CITY	14,828	1.79%	\$513,849.74	\$0.00	\$16,505.00	0.27%	\$0.00	\$513,849.74
DELANO	53,972	6.52%	\$1,871,676.16	\$0.00	\$46,996.00	0.78%	\$0.00	\$1,871,676.16
GOLDEN EMPIRE TRANS (1)	N/A	0.00%	\$0.00	\$0.00	\$4,739,926.00	78.25%	\$0.00	\$0.00
MARICOPA	1,140	0.15%	\$43,060.03	\$0.00	\$0.00	0.00%	\$0.00	\$43,060.03
MCFARLAND	13,559	1.64%	\$470,789.71	\$0.00	\$7,585.00	0.13%	\$0.00	\$470,789.71
RIDGECREST	28,353	3.43%	\$984,639.45	\$0.00	\$164,220.00	2.71%	\$0.00	\$984,639.45
SHAFTER	15,812	1.91%	\$548,297.77	\$0.00	\$52,233.00	0.86%	\$0.00	\$548,297.77
TAFT	9,117	1.10%	\$315,773.59	\$0.00	\$320,070.00	5.28%	\$0.00	\$315,773.59
TEHACHAPI	13,631	1.65%	\$473,660.38	\$0.00	\$4,070.00	0.07%	\$0.00	\$473,660.38
WASCO	25,434	3.07%	\$881,295.37	\$0.00	\$26,665.00	0.44%	\$0.00	\$881,295.37
KERN CO.-IN (1)	118,959	14.38%	\$3,921,620.87	\$0.00	\$0.00	0.00%	\$0.00	\$3,921,620.87
KERN CO.-OUT	181,974	22.00%	\$6,315,471.72	\$0.00	\$604,051.00	9.97%	\$0.00	\$6,315,471.72
METRO-BAKERSFIELD CTSA	N/A	N/A	\$785,415.03	\$0.00	\$0.00	0.00%	\$0.00	\$785,415.03
PROOF	N/A		\$28,706,689.64	\$0.00	\$6,057,619.00	100.00%	\$0.00	\$28,706,689.64
TOTALS	827,173	100.00%	\$28,706,689.64	\$0.00	\$6,057,619.00		\$0.00	\$28,706,689.64
KERN COG ADMINISTRATION	N/A	1.00%	\$305,035.31	\$0.00	N/A	N/A	\$0.00	\$305,035.31
KERN PEDESTRIAN/BIKEWAY	N/A	2.00%	\$603,969.91	\$0.00	N/A	N/A	\$0.00	\$603,969.91
KERN COG PLANNING (2)	N/A	3.00%	\$887,835.76	\$0.00	N/A	N/A	\$0.00	\$887,835.76
ESTIMATED TOTAL	N/A		\$30,503,530.61	\$0.00	N/A	N/A	\$0.00	\$30,503,530.61

NOTES:

(1) THE GOLDEN EMPIRE TRANSIT DISTRICT RETAINS CLAIMANT PRIORITY TO THE CITY OF BAKERSFIELD AND KERN-IN FUNDS.
THE CITY OF BAKERSFIELD AND COUNTY OF KERN SHALL FUND 73.72% AND 26.28% OF GET'S CLAIM, RESPECTIVELY.

(2) PURSUANT TO P.U.C. SECTION 99262, CLAIMANTS MAY DESIGNATE FUNDING FOR CONTRIBUTIONS TO THE REGIONAL PLANNING PROCESS.
SEE SCHEDULE "B" FOR THE DISTRIBUTION OF THIS AMOUNT BY AREA OF APPORTIONMENT.

Kern Council of Governments

Transportation Development Act -- "Schedule A"
LTF STAF FUND ESTIMATE AND APPORTIONMENT FACTORS
FY 2009/10

Kern	814,985	827,173
Arvin	16,464	16,675
Bakersfield	327,637	333,719
California Ci	14,330	14,828
Delano	53,716	53,972
Maricopa	1,130	1,140
McFarland	13,379	13,559
Ridgecrest	27,951	28,353
Shafter	15,561	15,812
Taft	9,188	9,117
Tehachapi	13,060	13,631
Wasco	24,938	25,434
Balance Of	297,641	300,933

Kern Council of Governments

Transportation Development Act -- "Schedule A"
LTF STAF FUND ESTIMATE AND APPORTIONMENT FACTORS
FY 2009/10

Revised: June 30, 2010

Prospective Claimant	POPULATION BASIS 01/01/09	POPULATION RATIO	L.T.F. POPULATION APPORTIONMENT	S.T.A.F. POPULATION APPORTIONMENT	REVENUE BASIS (FY 06-07)	REVENUE RATIO	S.T.A.F. REVENUE APPORTIONMENT	TOTAL APPORTIONMENT
ARVIN	16,675	2.02%	\$579,875.13	\$87,265.88	\$37,266.00	0.56%	\$2,134.00	\$669,275.01
BAKERSFIELD (1)	333,719	40.34%	\$11,001,264.67	\$1,742,725.52	\$0.00	0.00%	\$0.00	\$12,743,990.19
CALIFORNIA CITY	14,828	1.79%	\$513,849.74	\$77,329.66	\$23,420.00	0.35%	\$1,341.00	\$592,520.41
DELANO	53,972	6.52%	\$1,871,676.16	\$281,670.06	\$65,779.00	0.99%	\$3,766.00	\$2,157,112.23
GOLDEN EMPIRE TRANS (1)	N/A	0.00%	\$0.00	\$0.00	\$5,268,626.00	79.61%	\$301,710.00	\$301,710.00
MARICOPA	1,140	0.15%	\$43,060.03	\$6,480.14	\$0.00	0.00%	\$0.00	\$49,540.17
MCFARLAND	13,559	1.64%	\$470,789.71	\$70,849.53	\$0.00	0.00%	\$0.00	\$541,639.24
RIDGECREST	28,353	3.43%	\$984,639.45	\$148,179.19	\$43,762.00	0.66%	\$2,510.00	\$1,135,328.64
SHAFTER	15,812	1.91%	\$548,297.77	\$82,513.78	\$53,381.00	0.81%	\$2,899.00	\$633,710.55
TAFT	9,117	1.10%	\$315,773.59	\$47,521.02	\$319,973.00	4.83%	\$18,322.00	\$381,616.61
TEHACHAPI	13,631	1.65%	\$473,660.38	\$71,281.53	\$4,005.00	0.06%	\$229.00	\$545,170.91
WASCO	25,434	3.07%	\$881,295.37	\$132,626.86	\$36,899.00	0.56%	\$2,113.00	\$1,016,035.23
KERN CO.-IN (1)	118,959	14.38%	\$3,921,620.87	\$621,229.37	\$0.00	0.00%	\$0.00	\$4,542,850.24
KERN CO.-OUT	181,974	22.00%	\$6,315,471.72	\$950,420.46	\$764,878.00	11.56%	\$43,796.00	\$7,309,686.18
METRO-BAKERSFIELD C.T.S.A.	N/A	N/A	\$785,415.03	\$0.00	\$0.00	0.00%	\$0.00	\$785,415.03
PROOF	N/A		\$28,706,689.64	\$4,320,093.00	\$6,617,989.00	100.00%	\$378,820.00	\$33,405,602.64
TOTALS	827,173	100.00%	\$28,706,689.64	\$4,320,093.00	\$6,617,989.00		\$378,820.00	\$33,405,602.64
KERN COG ADMINISTRATION	N/A	1.00%	\$305,035.31	\$0.00	N/A	N/A	\$0.00	\$305,035.31
KERN PEDESTRIAN/BIKEWAY	N/A	2.00%	\$603,969.91	\$0.00	N/A	N/A	\$0.00	\$603,969.91
KERN COG PLANNING (2)	N/A	3.00%	\$887,835.76	\$0.00	N/A	N/A	\$0.00	\$887,835.76
ESTIMATED TOTAL	N/A		\$30,503,530.61	\$4,320,093.00	N/A	N/A	\$378,820.00	\$35,202,443.61

NOTES:

(1) THE GOLDEN EMPIRE TRANSIT DISTRICT RETAINS CLAIMANT PRIORITY TO THE CITY OF BAKERSFIELD AND KERN-IN FUNDS.
THE CITY OF BAKERSFIELD AND COUNTY OF KERN SHALL FUND 73.72% AND 26.28% OF GET'S CLAIM, RESPECTIVELY.

(2) PURSUANT TO P.U.C. SECTION 99262, CLAIMANTS MAY DESIGNATE FUNDING FOR CONTRIBUTIONS TO THE REGIONAL PLANNING PROCESS.
SEE SCHEDULE "B" FOR THE DISTRIBUTION OF THIS AMOUNT BY AREA OF APPORTIONMENT.

Kern Council of Governments

Transportation Development Act -- "Schedule A"
LTF STAF FUND ESTIMATE AND APPORTIONMENT FACTORS
FY 2009/10

Kern	814,995	827,173
Arvin	16,464	16,675
Bakersfield	327,637	333,719
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Delano	53,716	53,972
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Shafter	15,561	15,812
Taft	9,188	9,117
Tehachapi	13,060	13,631
Wasco	24,938	25,434
Balance Of	297,641	300,933

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT

SCHEDULE "B"

PLANNING CONTRIBUTIONS BY AREA OF APPORTIONMENT

Fiscal Year 2009-10

Revised: March 16, 2009

Prospective Claimant	POPULATION BASIS at 01/01/08	POPULATION RATIO	PLANNING CONTRIBUTION
ARVIN	16,517	2.02%	\$17,934.28
CALIFORNIA CITY	14,365	1.76%	\$15,625.91
DELANO	53,855	6.59%	\$58,508.38
GOLDEN EMPIRE TRANSIT	445,981	54.54%	\$484,225.62
MARICOPA	1,132	0.14%	\$1,242.97
MCFARLAND	13,390	1.64%	\$14,560.51
RIDGECREST	28,038	3.43%	\$30,452.77
SHAFTER	15,609	1.91%	\$16,957.66
TAFT	9,228	1.13%	\$10,032.54
TEHACHAPI	13,089	1.60%	\$14,205.37
WASCO	24,999	3.06%	\$27,167.77
KERN CO.-OUT	181,314	22.18%	\$196,921.97
PROOF	N/A		\$887,835.76
TOTALS	817,517	100.00%	\$887,835.76



July 1, 2015

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

BY: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: V
FISCAL YEAR 2010-11 TRANSPORTATION DEVELOPMENT ACT (TDA) PUBLIC TRANSIT CLAIM –
CITY OF TAFT FOR \$89,750

DESCRIPTION:

FY 2010-11 Transportation Development Act Streets and Roads claim for the City of Taft for \$89,750.

DISCUSSION:

Kern COG staff has received and reviewed the following TDA claim for the City of Taft for \$89,750.

<u>Claimant</u>	<u>LTF</u>	<u>STAF</u>	<u>TOTAL</u>
City of Taft	\$7,889	\$81,861	\$89,750

The City of Taft will use the claim funds for the following expenses: personnel, services and supplies, and other uses. This claim has been evaluated in accordance with the following criteria: 1) the maximum funding level does not exceed claimants' deferred revenues, plus current year apportionments, less required public transit financing; 2) claimants have conducted a public hearing within its jurisdiction to receive testimony regarding unmet transit needs and have made an appropriate finding by resolution of its governing body; 3) project proposed for funding is in conformity with the Regional Transportation Plan; and 4) claimants have not requested or received funds in excess of its current year expenditure. Staff recommends approval.

ACTION:

Review FY 2010-11 TDA Streets and Roads Claim for the City of Taft for \$89,750 and recommend approval to the Transportation Planning Policy Committee.

Attachments: City of Taft 2010-11 TDA Streets Claim and FY 2010-11 Kern COG TDA estimate.

CITY OF

TAFT

energized for the future

June 18, 2015

Mr. Bob Snoddy
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

**SUBJECT: 2010-11 TRANSPORTATION DEVELOPMENT ACT (TDA) PUBLIC
TRANSIT CLAIM.**

Dear Mr. Snoddy:

The enclosed is the **TDA PUBLIC TRANSIT CLAIM** for \$89,750 including all forms and other required documents for the City of Taft, California.

Please feel free to call me at (661) 763-1350 Ext. 18 if you have any questions concerning this matter.

Very truly yours,



Teresa C. Binkley
Director of Finance

Enclosures

cc: Craig Jones, City Manager, less enclosures

S:\VOL\EXCEL\KERN COG TDA CLAIMS\TDA TRANSIT CLAIMS\2009-2010 TRANSIT CLAIMS\2009-2010 TDA.TRNST.CL.M.TR.DOC

ADMINISTRATION • FINANCE • PLANNING • PUBLIC WORKS
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661 / 763-1222 • 661 / 765-2480 Fax
www.cityoftaft.org

Kern Council of Governments
TRANSPORTATION DEVELOPMENT ACT
PUBLIC TRANSIT CLAIM

FILING INSTRUCTIONS

GENERAL INFORMATION

A. Eligible Claimants -- the County of Kern; the cities of Arvin, Bakersfield, California City, Delano, Maricopa, McFarland, Ridgecrest, Shafter, Taft, Tehachapi and Wasco; the Golden Empire Transit District; and the Metropolitan Bakersfield Consolidated Transportation Services Agency (CTSA).

B. Filing Deadline -- annually on or before April 1.

C. Claim Guidelines -- claims shall be filed in accordance with California Public Utilities Code Sections 99260 through 99273, associated sections of the California Code of Regulations and Kern Council of Governments TDA Rules and Regulations. Both documents are available on Kern COG's website (<http://www.kerncog.org/>).

D. Claim Format -- claims shall be filed on the forms prescribed by Kern COG.

E. Eligible Costs -- transit system planning and contributions to the regional planning process; acquisition of real property; construction of facilities and buildings; purchase and replacement of vehicles; and transit system operation, maintenance and repair.

PART 1 - CLAIMANT INFORMATION

Provide agency identification and location information. Identify a single representative to act as a liaison with Kern COG on all matters relating to this claim.

PART 2 - CLAIM AND ASSURANCES

Have the person authorized in the governing bodies action to approve the execution and filing of the claim and the person responsible for the financial information, sign and date the claim.

PARTS 3 AND 4 - PROJECTED RESOURCES AND EXPENSES

Supply the financial information requested regarding the fiscal year **prior to** the year of this claim. The purpose of this information is to calculate the deferred revenue (carryover of unexpended funds) to be reclaimed and other fund resources available for appropriation. A brief description of and source for each line item is provided.

PARTS 5 AND 6 - BUDGETED RESOURCES, EXPENSES AND RESERVES

Supply the financial information requested regarding the fiscal year of this claim. Starting with the resources available from prior years (deferred revenues and unreserved/unrestricted retained earnings) calculated in Part 3, calculate the total estimated carryover and non-TDA funds available for the fiscal year. Calculate estimated expenses for each object class within the budget. Compute the funding shortfall between carryover funds plus non-TDA funds and total estimated expenses.

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT
PUBLIC TRANSIT CLAIM

FILING INSTRUCTIONS

PART 7 - TDA FUNDING CLAIM

Supply the requested level of TDA funding for each of the TDA source categories. The total amount claimed should equal the unfunded balance.

PART 8 - SUPPLEMENTAL INFORMATION

Attach the following additional information:

- 1) A copy of the governing body's authorization to execute and file the claim.
- 2) A completed copy of the questionnaire on system characteristic and supporting documentation.
- 3) A listing of transit service subcontractors.
- 4) A copy of the "unmet transit needs" documentation, including the legal notice of a public hearing, the minutes of the public hearing held by the local governing body and a resolution making the appropriate "unmet transit needs" finding.
- 5) A copy of the Department of the California Highway Patrol form number CHP-339, "Transit Operator Compliance Certificate" documenting claimant participation in the California Department of Motor Vehicles "Driver Pull Notice Program".

Kern Council of Governments
TRANSPORTATION DEVELOPMENT ACT
PUBLIC TRANSIT CLAIM
2010-2011
PART 1 OF 8 -- CLAIMANT INFORMATION

I. Claimant Information

Agency: CITY OF TAFT
Mailing Address: 209 E. KERN ST
Office Address: 209 E. KERN ST
City, State, Zip TAFT CA 93268
Telephone: 661-763-1350 EXT.18

II. Contact Person

Name: TERESA BINKLEY
Title: FINANCE DIRECTOR
Department: FINANCE
Mailing Address: 209 E. KERN ST
Office Address: 209 E. KERN ST
City, State, Zip TAFT CA 93268
Telephone: 661-763-1350 EXT.18
FAX: 661-765-2480
E-Mail: tbinkley@cityoftaft.org
WEB Site: www.cityoftaft.org

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT
PUBLIC TRANSIT CLAIM
PART 2 OF 8 - CLAIM AND ASSURANCES
For Fiscal Year 2010-2011

A. CLAIM: The CITY OF TAFT hereby claims Local Transportation Fund and State Transit Assistance Fund apportionments and allocations for the 2010-2011 fiscal year plus all unencumbered funds and/or deferred revenues held in its local treasury for public transit uses.

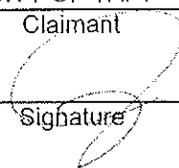
B. COMPLIANCE

ASSURANCES: The CITY OF TAFT hereby certifies that, as a condition of receiving funds pursuant to California Public Utilities Code Sections 99200, et. seq., and California Code of Regulations Sections 6600, et. seq., as amended, it shall ensure that:

1. All funds will be expended in compliance with the requirements of California Public Utilities Code Sections 99200 through 99408, California Code of Regulations Sections 6600 through 6756 and Kern Council of Governments' Transportation Development Act Rules and Regulations.
2. All funds will be expended in accordance with the budgets described in Part 6 of this claim, attached hereto and made a part hereof, by this reference.

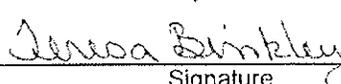
These assurances are given in consideration of and the for the purpose of obtaining any and all funds apportioned and allocated for public transit purposes pursuant to Public Utilities Codes, Division 10, Part 11, Chapter 4 of the State of California.

The person whose signature appears below has been authorized to provide the assurances cited above and to prepare, submit and execute this claim on behalf of:

CITY OF TAFT
Claimant

Signature
6-18-15
Date
CITY MANAGER
Title

C. FINANCIAL

ASSURANCES: As the chief financial officer of the CITY OF TAFT I hereby attest to the reasonableness and accuracy of the financial information presented in this claim and declare it to be consistent with the uniform system of accounts and records adopted by the Controller of the State of California.


Signature
6/18/15
Date
FINANCE DIRECTOR
Title

Kern Council of Governments

PART 3 OF 8--PROJECTED PUBLIC TRANSIT RESOURCES
For Fiscal Year 2009-2010

CLAIMANT: CITY OF TAFT

I. FY 2009-2010 PROJECTED AVAILABLE RESOURCES

A. Deferred Revenues -- unexpended prior year cash receipts held in the claimant's treasury as of June 30, 2009 (from the most recent audit report)	_____
B. Unreserved/Unrestricted Retained Earnings	_____
C. Interest Earnings -- interest earnings on claimant cash balances through June 30, 2010	_____
D. Federal Grants & Reimbursements (Source & Amount):	
1. FTA Planning Assistance	_____
2. FTA Operating Assistance	\$22,569
3. FTA Capital Assistance	_____
4. PTMISEA	\$8,644
TSSDRA	_____
E. State Grants & Reimbursements (Source & Amount):	
1. _____	_____
2. _____	_____
F. Local Cash Grants & Reimbursements (Source & Amount)	
1. LTF--Regional Planning (PUC 99262)	\$10,033
2. LTF--Operations/Capital (PUC 99260a) *Claimed in 2015	\$289,967
3. LTF--Capital Reserve Withdrawl (CCR 6648)	_____
4. LTF--Social Service Transit (PUC 99275)	_____
5. LTF--Contracted/Purchased Transit Services (PUC 99400c)	_____
6. STAF--Operations (CCR 6730a)	_____
7. STAF--Capital (CCR 6730b)	_____
8. STAF--Contracted/Purchased Transit Services (CCR 6731b)	_____
9. STAF--Social Service Transit (CCR 6731c)	_____
10. County of Kern--Service Contract(s)	\$275,000
11. Maricopa	\$15,166
G. Operating Revenues:	
1. Passenger Fares	\$38,878
2. Special Fares	_____
3. School Bus Service	_____
4. Freight Tariffs	_____
5. Charters	_____
H. Other Revenues (Source & Amount):	
1. MISCELLANEOUS TRANSIT REC	\$212
2. DEPRECIATION APPLIED TO CONTRIBUTED CAPITAL	_____
I. TOTAL FY 2009-2010 PROJECTED AVAILABLE RESOURCES -- enter here and Part 4, Line J (Sections A+B+C+D+E+F+G+H)	<u>\$660,469</u>

Kern Council of Governments

PART 5 OF 8--BUDGETED PUBLIC TRANSIT RESOURCES

For Fiscal Year 2010-2011

CLAIMANT: CITY OF TAFT

I. FY 2010-2011 NONCURRENT TDA & OTHER BUDGETED RESOURCES

A. Deferred Revenues & Available Reserves-- unexpended prior year cash receipts and reserves held in the claimant's treasury as of June 30, 2010 (From Part 4, Line P) (\$51,427)

B. Interest Earnings--interest earnings on claimant cash balances through June 30, 2011 _____

C. Federal Grants and Reimbursements:

- 1. FTA Planning Assistance \$7,889
- 2. FTA Operating Assistance \$10,776
- 3. FTA Capital Assistance _____
- 4. PTMISEA \$19,514

D. State Grants and Reimbursements (Source/Amount):

- 1. _____
- 2. _____

E. Non-TDA Local Cash Grants and Reimbursement (Source/Amount):

- 1. COUNTY OF KERN SERVICE CONTRACT \$275,000
- 2. MARICOPA \$29,222
- 3. _____

F. Operating Revenues:

- 1. Passenger Fares \$37,613
- 2. Special Fares _____
- 3. School Bus Service _____
- 4. Freight Tariffs _____
- 5. Charters _____

G. Other Revenues (Source/Amount):

- 1. _____
- 2. _____

I. FY 2010-2011 NONCURRENT TDA & OTHER BUDGETED RESOURCES--enter here and on Part 6, Line J (Sections A+B+C+D+E+F+G) \$328,587

Kern Council of Governments

PART 6 OF 8--BUDGETED PUBLIC TRANSIT EXPENSES

For Fiscal Year 2010-2011

CLAIMANT: CITY OF TAFT

J. FY 2010-2011 NONCURRENT TDA & OTHER BUDGETED RESOURCES (From Part 5, Line I) \$329,122

II. FY 2010-2011 BUDGETED EXPENSES & USES

K. Personnel:

1. Administrative Salaries & Wages	<u>\$116,496</u>
2. Operating Salaries & Wages	<u>\$232,922</u>
3. Other Salaries & Wages	
4. Fringe Benefits	<u>\$177,106</u>

L. Services & Supplies:

1. Professional Services	
2. Maintenance Services	<u>\$72,005</u>
3. Other Services	
4. Vehicle Maintenance & Supplies	<u>\$76,069</u>
5. Utilities	<u>\$3,255</u>
6. Insurance	<u>\$6,438</u>
7. Purchased Transportation Services	
8. Miscellaneous	<u>\$1,643</u>
9. Expense & Inter-fund Transfers	<u>\$108,921</u>
10. Interest	<u>\$20,526</u>
11. Lease & Rentals	
12. Other	<u>\$102,036</u>

M. Capital Assets (Itemize):

1.	_____
2.	_____
3.	_____
4.	_____
5.	_____

N. Other Uses:

1. Regional Planning Contribution (from most recent TDA estimate)	<u>\$7,889</u>
2. Capital Outlay Reserve Contribution	<u>_____</u>

O. FY 2010-2011 BUDGETED EXPENSES & USES (Sections K+L+M+N) \$925,306

P. FY 2010-2011 UNFUNDED BALANCE (Line J-O) (\$596,184)

Kern Council of Governments
PART 8.1 OF 8--SUPPLEMENTAL PUBLIC TRANSIT INFORMATION
For Fiscal Year 2010-11

Attach the following documents:

- 1) A copy of the governing body's authorization to execute and file this claim.
- 2) A completed copy of the attached questionnaire (BELOW) on system characteristics and any additional documentation required as a result of responding to each query.
- 3) A listing of all transit service subcontractors (BELOW) and a copy of the contract document, if not previously submitted.
- 4) A copy of the "unmet transit needs" documentation, including a legal notice of a public hearing, the minutes of the public hearing held by the local governing body and a resolution making the appropriate "unmet transit needs finding".
- 5) A copy of the Department of California Highway Patrol form number CHP339, "Transit Operator Compliance Certificate", dated within the past 13 months, documenting participation in the California Department of Motor Vehicles "Driver Pull Notice Program.

Kern Council of Governments
PART 8.2 OF 8--SYSTEM CHARACTERISTICS QUESTIONNAIRE
 For Fiscal Year 2010-11

(NOTE: Place an "X" in the proper column)

Question	YES	NO
1. Have all recommendations for corrective action from the FY 2008-09 independent financial audit report been implemented ? IF NO, PLEASE SUBMIT A CORRECTIVE ACTION PLAN COVERING EACH RECOMMENDATION NOT ADDRESSED.	X	
2. Have all recommendations for corrective action from the FY 2008-09 performance audit report been implemented ? IF NO, PLEASE SUBMIT A CORRECTIVE ACTION PLAN COVERING EACH RECOMMENDATION NO ADDRESSED.	X	
3. Have all past transportation development plan recommendations been implemented ? IF NO, PLEASE SUBMIT A CORRECTIVE ACTION PLAN COVERING EACH RECOMMENDATION NOT ADDRESSED.	X	
4. Does the claimant maintain it's financial records in accordance with the California State Controller's approved "uniform system of accounts and records ?	X	
5. Has the claimant submitted it's "Annual Report of Financial Transactions of Transit Operators" to the California State Controller for the fiscal year ended June 30, 2009 ?	X	
6. Is the system expected to meet the applicable farebox revenue ratio requirement for FY 2009-2010 ?	X	
7. Is the system budgeted to meet the applicable farebox revenue ratio requirement for FY 20010-2011 ?	X	
8. If the answer to questions 6 or 7 is NO (i.e. fares revenues alone are insufficient to meet the applicable revenue ratio requirement), has the claimant committed sufficient "local funds" to supplement fares and thereby comply ?	N/A	
9. Does the claimant expect to qualify for and claim an "extension of service exemption" for either FY 2009-2010 or FY 2010-2011 ?		X
10. Is a budget increase in excess of 15% proposed for FY 2010-2011?		X
11. Is an increase or decrease in excess of 15% in the scope of operations or capital budget provisions proposed for FY 2010-2011 ?	N/A	

Kern Council of Governments
PART 8.3 OF 8--SYSTEM CHARACTERISTICS QUESTIONNAIRE
 For Fiscal Year 2010-2011

(NOTE: Place an "X" in the proper column)

Question	YES	NO
(NOTE: If the answer to question 11 or 12 is YES, PLEASE SUBMIT A STATEMENT WHICH DESCRIBES THE COMPONENTS OF THE INCREASE/DECREASE AND JUSTIFIES OR SUBSTANTIATES THE CHANGE.)		
12. Is the claimant proposing an increase in executive level salaries for FY 2010/2011 ? IF YES, PLEASE SUBMIT A STATEMENT WHICH DEFINES AND JUSTIFIES THE INCREASE.		X
13. Is the claimant precluded by contract from contracting with common carriers or persons operating under franchise or license ?		X
14. Does the claimant expect to subcontract with outside parties for the provision of operator services in FY 2010-2011? IF YES, PLEASE SUBMIT A COPY OF ALL NEW OR AMENDED CONTRACTS NOT PREVIOUSLY SUBMITTED.		X
15. Is the claimant precluded by contract from employing part-time drivers ?		X
16. Does the claimant routinely staff public transportation vehicles designed to be operated by one person with two or more persons ?		X
17. Has the claimant's participation in the California Department of Motor Vehicle "Driver Pull Notice Program" been certified by the California Highway Patrol within the past 13 months ? IF YES, PLEASE SUBMIT A COPY OF FORM chp 339, "TRANSIT OPERATOR COMPLIANCE CERTIFICATE".	X	
18. Is the claimant's retirement system fully funded with respect to it's officers and employees ?	X	
19. Does the claimant have a private pension plan ?		X
20. If the answer to question 19 is YES and the plan is a "defined benefit plan", does the claimant do each of the following:	N/A	
a. Conduct periodic actuarial studies of it's employee pension plans to determine the annual cost of future pension benefits ?	N/A	
b. Set aside and invest, on a current basis, funds sufficient to provide for the payment of future pension benefits ?	N/A	

Kern Council of Governments
PART 8.4 OF 8--SYSTEM CHARACTERISTICS QUESTIONNAIRE
For Fiscal Year 2010-11

LISTING OF SUBCONTRACTORS
CITY OF TAFT

1.

2.

3.

4.

5.

6.

7.

8.

9.

10.

(NOTE: If the contract is new or amended from prior years, please submit a copy.)



City of Taft Agenda Report

DATE: August 17, 2010

TO: MAYOR NOERR AND COUNCIL MEMBERS

AGENDA MATTER:

Taft Area Transit Unmet Needs hearing

SUMMARY STATEMENT:

A Transit Unmet Needs hearing was advertised for 10am Friday July 23, 2010 in the Council Chambers at Taft City Hall. This hearing was publicly noticed in the Taft Independent and Midway Driller on June 22, 2010. No comments, written or oral were received.

The Transportation Development Act outlines criteria for the distribution of funds for public transportation. Pursuant to the Transportation Development Act, the City of Taft must annually conduct a hearing to receive input from the community regarding potential unmet transit needs within the City which are reasonable to be met. If there is a finding that there are no unmet transit needs that are reasonable to be met, the transportation planning agency may allocate funds for maintenance of local streets and roads.

Staff prepared the attached resolution indicating there are no unmet needs that can reasonably be met at this time.

RECOMMENDED ACTION:

Motion to adopt a resolution entitled a Resolution of the City Council of the City of Taft Making Findings Regarding Unmet Transit Needs in the City of Taft

IMPACT ON BUDGET (Y/N): NO

ATTACHMENT (Y/N): YES

PREPARED BY: Craig Jones

REVIEWED BY:

CITY CLERK	FINANCE DIRECTOR	CITY MANAGER
<i>A. Hodgson</i>	<i>Jessica Stutler</i>	<i>R. Gosson</i>

RESOLUTION NO. 3231-10

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TAFT MAKING FINDINGS
RELATIVE TO UNMET TRANSIT NEEDS IN THE CITY OF TAFT

WHEREAS, the Transportation Development Act of 1971 provides for distribution of funds to Local Transportation Fund held in trust by the Kern County Auditor/ Controller for use by eligible claimants for purposes authorized by Article 4; and

WHEREAS, THE City Council has noticed the public hearing to hear comments relative to unmet transit needs in the City of Taft; and

WHEREAS, the Transit Agency has made finding that the Taft Area Transit service has no unmet needs which are reasonable to meet and the claimant may use the remaining funds for the purpose authorized by Article 8, Section 99400(a) Streets and Roads.

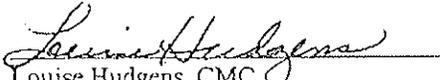
NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Taft that there are no Unmet Transit Needs that are reasonable to be met within the greater Taft area serviced by the Taft Area Transit.

PASSED, APPROVED AND ADOPTED on this 17th day of August, 2010.



Dave Noerr, Mayor

ATTEST:

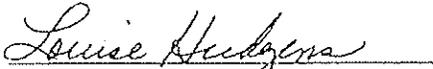


Louise Hudgens, CMC
City Clerk

STATE OF CALIFORNIA }
COUNTY OF KERN } SS
CITY OF TAFT }

I, Louise Hudgens, City Clerk of the City of Taft do hereby certify that the foregoing Resolution was duly and regularly introduced and adopted at a regular meeting thereof held on the 17th day of August, 2010, by the following vote:

AYES: Council Member : Linder, Miller, Noble, Thompson, Noerr
NOES: Council Member : None
ABSENT: Council Member : None
ABSTAIN: Council Member : None



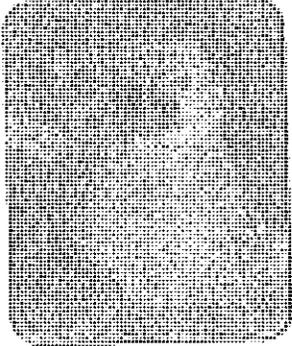
Louise Hudgens, CMC
City Clerk

MIDWAY DRILLER
RECORD
 MIDWAY DRILLER

HAVE YOU SEEN ME?

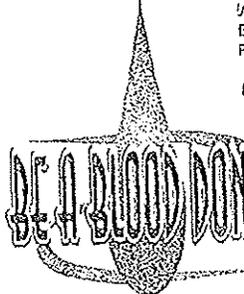
Lost Memorial Day at Buena Vista Lake.

She is missed terribly,
 and we would like to
 have her returned back
 home where she
 belongs.



Reward of \$500.00

Call 661-978-9917 or
 661-397-7702



The monthly
 Westside Commu
 nity Blood Drive will be
 held on June 29 fr
 1 to 6 p.m. at the
 Chamber of
 Commerce, 400 Ke
 Street.

VARING
 ENT 10-01
 PORT 10-01

OF THE CITY OF TAFT and THE CITY
 give the public the opportunity to comment on

port and (2) Draft General Plan Update
 the City Council
 and (2) General Plan Update Adoption
 tions

Report and draft General Plan Update and wi
 Environmental Impact Report and adopt the

draft General Plan Update and will consid
 the General Plan Update

port and draft General Plan Update are

Report has been prepared for

Manager

PUBLIC TRANSIT MEETING

PLACE: Taft City Council Chambers
 209 East Kern Street
 Taft, CA 93268

DATE: Friday, July 23, 2010

TIME: 10:00 a.m.



~~139.55~~
 159.80

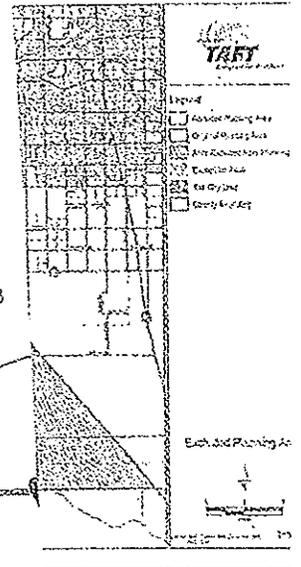
Persons interested in public transit in the community are invited to
 make comments and concerns on possible unmet public transit needs.
 Anyone unable to attend may submit written comments should be sent to
 the address below. For telephone testimony, please contact Mr. Jones at
 (661) 763-1222. Electronic mail may be sent to cjones@cityoftaft.org.
 Deadline for written, telephone and electronic testimony is no later than
 Thursday, July 29, 2010, at 6:00 p.m.

Craig Jones
 Public Works Manager
 City of Taft
 209 East Kern Street
 Taft, CA 93268

62462-08600

before the Planning Commission and the C

n order to make their comments known. I
 nments to the City Clerk, City of Taft, 209 E
 sible for review at City Hall between the
 telephone 661-763-1222 ext 24



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TRANSIT OPERATOR COMPLIANCE CERTIFICATE

CHP 339 (Rev 7-90) OPI 062

TRANSIT OPERATOR NAME

CITY OF TAFT		TELEPHONE NUMBER
209 E. KERN ST.		661-763-1222
CITY	ZIP CODE	COUNTY
TAFT	93268	KERN

This is to certify that the above named transit operator was inspected on this date and found to be in compliance with California Vehicle Code Section 1808.1, regarding participation in the Department of Motor Vehicles Pull Notice Program, and with Section 12804.6, regarding transit bus operator certificates.

ISSUED BY	I.O. NUMBER	DATE
<i>R. Valverde</i>	A12063	01-14-2010

Destroy previous editions.

Kern Council of Governments

Transportation Development Act -- "Schedule A"
LTF STAF FUND ESTIMATE AND APPORTIONMENT FACTORS
FY 2010/11

Revised: February 22, 2010

Prospective Claimant	POPULATION BASIS 01/01/09	POPULATION RATIO	L.T.F. POPULATION APPORTIONMENT	S.T.A.F. POPULATION APPORTIONMENT	REVENUE BASIS {FY 06-07}	REVENUE RATIO	S.T.A.F. REVENUE APPORTIONMENT	TOTAL APPORTIONMENT
ARVIN	16,675	2.02%	\$468,413.36	\$0.00	\$75,298.00	1.24%	\$0.00	\$468,413.36
BAKERSFIELD (1)	333,719	40.34%	\$8,886,636.32	\$0.00	\$0.00	0.00%	\$0.00	\$8,886,636.32
CALIFORNIA CITY	14,828	1.79%	\$415,079.17	\$0.00	\$16,505.00	0.27%	\$0.00	\$415,079.17
DELANO	53,972	6.52%	\$1,511,908.48	\$0.00	\$46,996.00	0.78%	\$0.00	\$1,511,908.48
GOLDEN EMPIRE TRANS (1)	N/A	0.00%	\$0.00	\$0.00	\$4,739,926.00	78.25%	\$0.00	\$0.00
MARICOPA	1,140	0.15%	\$34,783.17	\$0.00	\$0.00	0.00%	\$0.00	\$34,783.17
MCFARLAND	13,559	1.64%	\$380,296.00	\$0.00	\$7,585.00	0.13%	\$0.00	\$380,296.00
RIDGECREST	28,353	3.43%	\$795,375.17	\$0.00	\$164,220.00	2.71%	\$0.00	\$795,375.17
SHAFTER	15,812	1.91%	\$442,905.71	\$0.00	\$52,233.00	0.86%	\$0.00	\$442,905.71
TAFT	9,117	1.10%	\$255,076.58	\$0.00	\$320,070.00	5.28%	\$0.00	\$255,076.58
TEHACHAPI	13,631	1.65%	\$382,614.88	\$0.00	\$4,070.00	0.07%	\$0.00	\$382,614.88
WASCO	25,434	3.07%	\$711,895.56	\$0.00	\$26,665.00	0.44%	\$0.00	\$711,895.56
KERN CO.-IN (1)	118,959	14.38%	\$3,167,819.29	\$0.00	\$0.00	0.00%	\$0.00	\$3,167,819.29
KERN CO.-OUT	181,974	22.00%	\$5,101,531.70	\$0.00	\$604,051.00	9.97%	\$0.00	\$5,101,531.70
METRO-BAKERSFIELD CTSA	N/A	N/A	\$634,445.03	\$0.00	\$0.00	0.00%	\$0.00	\$634,445.03
PROOF	N/A		\$23,188,780.43	\$0.00	\$6,057,619.00	100.00%	\$0.00	\$23,188,780.43
TOTALS	827,173	100.00%	\$23,188,780.43	\$0.00	\$6,057,619.00		\$0.00	\$23,188,780.43
KERN COG ADMINISTRATION	N/A	1.00%	\$246,402.38	\$0.00	N/A	N/A	\$0.00	\$246,402.38
KERN PEDESTRIAN/BIKEWAY	N/A	2.00%	\$487,876.72	\$0.00	N/A	N/A	\$0.00	\$487,876.72
KERN COG PLANNING (2)	N/A	3.00%	\$717,178.78	\$0.00	N/A	N/A	\$0.00	\$717,178.78
ESTIMATED TOTAL	N/A		\$24,640,238.31	\$0.00	N/A	N/A	\$0.00	\$24,640,238.31

NOTES

(1) THE GOLDEN EMPIRE TRANSIT DISTRICT RETAINS CLAIMANT PRIORITY TO THE CITY OF BAKERSFIELD AND KERN-IN FUNDS.
THE CITY OF BAKERSFIELD AND COUNTY OF KERN SHALL FUND 73.72% AND 26.28% OF GET'S CLAIM, RESPECTIVELY.

(2) PURSUANT TO P.U.C. SECTION 99262, CLAIMANTS MAY DESIGNATE FUNDING FOR CONTRIBUTIONS TO THE REGIONAL PLANNING PROCESS.
SEE SCHEDULE "B" FOR THE DISTRIBUTION OF THIS AMOUNT BY AREA OF APPORTIONMENT.

Kern Council of Governments

Transportation Development Act -- "Schedule A"
LTF STAF FUND ESTIMATE AND APPORTIONMENT FACTORS
FY 2010/11

Kern	814,995	827,173
Arvin	16,464	16,675
Bakersfield	327,637	333,719
California C	14,330	14,828
Delano	53,716	53,972
Maricopa	1,130	1,140
McFarland	13,379	13,559
Ridgecrest	27,951	28,353
Shafter	15,561	15,812
Taft	9,188	9,117
Tehachapi	13,060	13,631
Wasco	24,938	25,434
Balance Of t	297,641	300,933

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT

SCHEDULE "B"
 PLANNING CONTRIBUTIONS BY AREA OF APPORTIONMENT
 Fiscal Year 2010-11

Revised: March 16, 2009

Prospective Claimant	POPULATION BASIS at 01/01/09	POPULATION RATIO	PLANNING CONTRIBUTION
ARVIN	16,675	2.02%	\$14,487.01
CALIFORNIA CITY	14,828	1.79%	\$12,837.50
DELANO	53,972	6.52%	\$46,760.06
GOLDEN EMPIRE TRANSIT	452,678	54.73%	\$392,511.94
MARICOPA	1,140	0.14%	\$1,004.05
MCFARLAND	13,559	1.64%	\$11,761.73
RIDGECREST	28,353	3.43%	\$24,599.23
SHAFTER	15,812	1.91%	\$13,698.11
TAFT	9,117	1.10%	\$7,888.97
TEHACHAPI	13,631	1.65%	\$11,833.45
WASCO	25,434	3.07%	\$22,017.39
KERN CO.-OUT	181,974	22.00%	\$157,779.33
PROOF TOTALS	N/A 827,173		\$717,178.78
	=====	=====	=====



July 1, 2015

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

BY: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VI
FISCAL YEAR 2011-12 TRANSPORTATION DEVELOPMENT ACT (TDA) PUBLIC TRANSIT CLAIM –
CITY OF TAFT FOR \$100,000

DESCRIPTION:

FY 2011-12 Transportation Development Act Public Transit claim for the City of Taft for \$100,000.

DISCUSSION:

Kern COG staff has received and reviewed the following TDA claim for the City of Taft for \$100,000.

<u>Claimant</u>	<u>LTF</u>	<u>STAF</u>	<u>TOTAL</u>
City of Taft	\$8,424	\$91,576	\$100,000

The City of Taft will use the claim funds for the following expenses: administration and engineering, maintenance – street stripping/repairs, and equipment-line stripper. This claim has been evaluated in accordance with the following criteria: 1) the maximum funding level does not exceed claimants' deferred revenues, plus current year apportionments, less required public transit financing; 2) claimants have conducted a public hearing within its jurisdiction to receive testimony regarding unmet transit needs and have made an appropriate finding by resolution of its governing body; 3) project proposed for funding is in conformity with the Regional Transportation Plan; and 4) claimants have not requested or received funds in excess of its current year expenditure. Staff recommends approval.

ACTION:

Review FY 2011-12 TDA Public Transit Claim for the City of Taft for \$100,000 and recommend approval to the Transportation Planning Policy Committee.

Attachments: City of Taft 2011-12 TDA Public Transit claim and FY 2011-12 Kern COG TDA estimate.

CITY OF

TAFT

energized for the future

June 18, 2015

Mr. Bob Snoddy
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

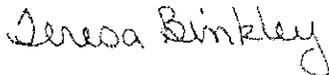
**SUBJECT: 2011-12 TRANSPORTATION DEVELOPMENT ACT (TDA) PUBLIC
TRANSIT CLAIM.**

Dear Mr. Snoddy:

The enclosed is the **TDA PUBLIC TRANSIT CLAIM** for \$91,576 including all forms and other required documents for the City of Taft, California.

Please feel free to call me at (661) 763-1350 Ext. 18 if you have any questions concerning this matter.

Very truly yours,



Teresa C. Binkley
Director of Finance

Enclosures

cc: Craig Jones, City Manager, less enclosures

S:\VOL1\EXCEL\KERN COG TDA CLAIMS\TDA TRANSIT CLAIMS\2011-2012 TRANSIT CLAIMS\2011-2012 TDA.TRNST.CL.M.TR.DOC

ADMINISTRATION • FINANCE • PLANNING • PUBLIC WORKS
209 E. KERN STREET • TAFT, CA 93268
661 / 763-1222 • 661 / 765-2480 Fax
www.cityoftaft.org

Kern Council of Governments
TRANSPORTATION DEVELOPMENT ACT
PUBLIC TRANSIT CLAIM

FILING INSTRUCTIONS

GENERAL INFORMATION

A. Eligible Claimants -- the County of Kern; the cities of Arvin, Bakersfield, California City, Delano, Maricopa, McFarland, Ridgecrest, Shafter, Taft, Tehachapi and Wasco; the Golden Empire Transit District; and the Metropolitan Bakersfield Consolidated Transportation Services Agency (CTSA).

B. Filing Deadline -- annually on or before April 1.

C. Claim Guidelines -- claims shall be filed in accordance with California Public Utilities Code Sections 99260 through 99273, associated sections of the California Code of Regulations and Kern Council of Governments TDA Rules and Regulations. Both documents are available on Kern COG's website (<http://www.kerncog.org/>).

D. Claim Format -- claims shall be filed on the forms prescribed by Kern COG.

E. Eligible Costs -- transit system planning and contributions to the regional planning process; acquisition of real property; construction of facilities and buildings; purchase and replacement of vehicles; and transit system operation, maintenance and repair.

PART 1 - CLAIMANT INFORMATION

Provide agency identification and location information. Identify a single representative to act as a liaison with Kern COG on all matters relating to this claim.

PART 2 - CLAIM AND ASSURANCES

Have the person authorized in the governing bodies action to approve the execution and filing of the claim and the person responsible for the financial information, sign and date the claim.

PARTS 3 AND 4 - PROJECTED RESOURCES AND EXPENSES

Supply the financial information requested regarding the fiscal year prior to the year of this claim. The purpose of this information is to calculate the deferred revenue (carryover of unexpended funds) to be reclaimed and other fund resources available for appropriation. A brief description of and source for each line item is provided.

PARTS 5 AND 6 - BUDGETED RESOURCES, EXPENSES AND RESERVES

Supply the financial information requested regarding the fiscal year of this claim. Starting with the resources available from prior years (deferred revenues and unreserved/unrestricted retained earnings) calculated in Part 3, calculate the total estimated carryover and non-TDA funds available for the fiscal year. Calculate estimated expenses for each object class within the budget. Compute the funding shortfall between carryover funds plus non-TDA funds and total estimated expenses.

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT
PUBLIC TRANSIT CLAIM

FILING INSTRUCTIONS

PART 7 - TDA FUNDING CLAIM

Supply the requested level of TDA funding for each of the TDA source categories. The total amount claimed should equal the unfunded balance.

PART 8 - SUPPLEMENTAL INFORMATION

Attach the following additional information:

- 1) A copy of the governing body's authorization to execute and file the claim.
- 2) A completed copy of the questionnaire on system characteristic and supporting documentation.
- 3) A listing of transit service subcontractors.
- 4) A copy of the "unmet transit needs" documentation, including the legal notice of a public hearing, the minutes of the public hearing held by the local governing body and a resolution making the appropriate "unmet transit needs" finding.
- 5) A copy of the Department of the California Highway Patrol form number CHP-339, "Transit Operator Compliance Certificate" documenting claimant participation in the California Department of Motor Vehicles "Driver Pull Notice Program".

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT
PUBLIC TRANSIT CLAIM
2011-2012
PART 1 OF 8 -- CLAIMANT INFORMATION

I. Claimant Information

Agency: CITY OF TAFT

Mailing Address: 209 E. KERN ST

Office Address: 209 E. KERN ST

City, State, Zip TAFT CA 93268

Telephone: 661-763-1350 EXT.18

II. Contact Person

Name: TERESA BINKLEY

Title: FINANCE DIRECTOR

Department: FINANCE

Mailing Address: 209 E. KERN ST

Office Address: 209 E. KERN ST

City, State, Zip TAFT CA 93268

Telephone: 661-763-1350 EXT.18

FAX: 661-765-2480

E-Mail: tbinkley@cityoftaft.org

WEB Site: www.cityoftaft.org

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT
PUBLIC TRANSIT CLAIM
PART 2 OF 8 - CLAIM AND ASSURANCES
For Fiscal Year 2011-2012

A. CLAIM: The CITY OF TAFT hereby claims Local Transportation Fund and State Transit Assistance Fund apportionments and allocations for the 2011-2012 fiscal year plus all unencumbered funds and/or deferred revenues held in its local treasury for public transit uses.

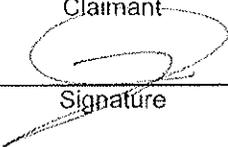
B. COMPLIANCE

ASSURANCES: The CITY OF TAFT hereby certifies that, as a condition of receiving funds pursuant to California Public Utilities Code Sections 99200, et. seq., and California Code of Regulations Sections 6600, et. seq., as amended, it shall ensure that:

1. All funds will be expended in compliance with the requirements of California Public Utilities Code Sections 99200 through 99408, California Code of Regulations Sections 6600 through 6756 and Kern Council of Governments' Transportation Development Act Rules and Regulations.
2. All funds will be expended in accordance with the budgets described in Part 6 of this claim, attached hereto and made a part hereof, by this reference.

These assurances are given in consideration of and the for the purpose of obtaining any and all funds apportioned and allocated for public transit purposes pursuant to Public Utilities Codes, Division 10, Part 11, Chapter 4 of the State of California.

The person whose signature appears below has been authorized to provide the assurances cited above and to prepare, submit and execute this claim on behalf of:

CITY OF TAFT
Claimant

Signature
6-18-15
Date
CITY MANAGER
Title

C. FINANCIAL

ASSURANCES: As the chief financial officer of the CITY OF TAFT I hereby attest to the reasonableness and accuracy of the financial information presented in this claim and declare it to be consistent with the uniform system of accounts and records adopted by the Controller of the State of California.


Signature
6/18/15
Date
FINANCE DIRECTOR
Title

Kern Council of Governments

PART 3 OF 8--PROJECTED PUBLIC TRANSIT RESOURCES
For Fiscal Year 2010-2011

CLAIMANT: CITY OF TAFT

I. FY 2010-2011 PROJECTED AVAILABLE RESOURCES

A. Deferred Revenues -- unexpended prior year cash receipts held in the claimant's treasury as of June 30, 2010 (from the most recent audit report) _____

B. Unreserved/Unrestricted Retained Earnings _____

C. Interest Earnings -- interest earnings on claimant cash balances through June 30, 2011 _____

D. Federal Grants & Reimbursements (Source & Amount):

- | | |
|-----------------------------|----------------|
| 1. FTA Planning Assistance | _____ |
| 2. FTA Operating Assistance | _____ \$10,776 |
| 3. FTA Capital Assistance | _____ |
| 4. PTMISEA | _____ \$19,514 |
| TSSDRA | _____ |

E. State Grants & Reimbursements (Source & Amount):

- | | |
|----------|-------|
| 1. _____ | _____ |
| 2. _____ | _____ |

F. Local Cash Grants & Reimbursements (Source & Amount)

- | | |
|--|-----------------|
| 1. LTF--Regional Planning (PUC 99262) | _____ \$7,889 |
| 2. LTF--Operations/Capital (PUC 99260a) | _____ |
| 3. LTF--Capital Reserve Withdrawl (CCR 6648) | _____ |
| 4. LTF--Social Service Transit (PUC 99275) | _____ |
| 5. LTF--Contracted/Purchased Transit Services (PUC 99400c) | _____ |
| 6. STAF--Operations (CCR 6730a) *Only claimed \$89,750 | _____ \$81,861 |
| 7. STAF--Capital (CCR 6730b) | _____ |
| 8. STAF--Contracted/Purchased Transit Services (CCR 6731b) | _____ |
| 9. STAF--Social Service Transit (CCR 6731c) | _____ |
| 10. County of Kern--Service Contract(s) | _____ \$275,000 |
| 11. Maricopa | _____ \$29,222 |

G. Operating Revenues:

- | | |
|-----------------------|----------------|
| 1. Passenger Fares | _____ \$37,613 |
| 2. Special Fares | _____ |
| 3. School Bus Service | _____ |
| 4. Freight Tariffs | _____ |
| 5. Charters | _____ |

H. Other Revenues (Source & Amount):

- | | |
|--|-------|
| 1. MISCELLANEOUS TRANSIT REC | _____ |
| 2. DEPRECIATION APPLIED TO CONTRIBUTED CAPITAL | _____ |

I. TOTAL FY 2010-2011 PROJECTED AVAILABLE RESOURCES -- enter here and Part 4, Line J (Sections A+B+C+D+E+F+G+H) _____ \$461,875

Kern Council of Governments

PART 4 OF 8--PROJECTED PUBLIC TRANSIT EXPENSES

For Fiscal Year 2010-2011

CLAIMANT: CITY OF TAFT

J. TOTAL FY 2010-2011 PROJECTED AVAILABLE RESOURCES (From Part 3, Line I) \$461,875

II. FY 2010-2011 PROJECTED EXPENSES & USES

K. Personnel:

1. Administrative Salaries & Wages	<u>\$116,496</u>
2. Operating Salaries & Wages	<u>\$232,922</u>
3. Other Salaries & Wages	
4. Fringe Benefits	<u>\$177,106</u>

L. Services & Supplies:

1. Professional Services	
2. Maintenance Services	<u>\$72,005</u>
3. Other Services	
4. Vehicle Maintenance & Supplies	<u>\$76,069</u>
5. Utilities	<u>\$3,255</u>
6. Insurance	<u>\$6,438</u>
7. Purchased Transportation Services	
8. Miscellaneous	<u>\$1,643</u>
9. Expense & Inter-fund Transfers	<u>\$108,927</u>
10. Interest	<u>\$20,526</u>
11. Lease & Rentals	
12. Other	<u>\$102,036</u>

M. Capital Assets (Itemize by Object & Amount):

1. GRANT VEHICLES	
2. TRANSIT OFFICE EQUIPMENT	
3. VIDEO SURVEILANCE EQUIPMENT	
4.	
5.	

N. Other Uses (Object & Amount):

1. Regional Planning Contribution (from FY 2010-2011 TDA Estimate)	<u>\$7,889</u>
2.	

O. FY 2010-2011 PROJECTED EXPENSES & USES (Sections K+L+M+N) \$925,312

P. DEFERRED REVENUES AND AVAILABLE RESERVES AS OF JUNE 30, 2011 --
enter here and on Line A, Part 5 (Sections J-O) (\$463,437)

Kern Council of Governments

PART 5 OF 8--BUDGETED PUBLIC TRANSIT RESOURCES

For Fiscal Year 2011-2012

CLAIMANT: CITY OF TAFT

I. FY 2011-2012 NONCURRENT TDA & OTHER BUDGETED RESOURCES

A. Deferred Revenues & Available Reserves-- unexpended prior year cash receipts and reserves held in the claimant's treasury as of June 30, 2011 (From Part 4, Line P) (\$463,437)

B. Interest Earnings--interest earnings on claimant cash balances through June 30, 2012 _____

C. Federal Grants and Reimbursements:

- 1. FTA Planning Assistance \$8,424
- 2. FTA Operating Assistance \$20,293
- 3. FTA Capital Assistance _____
- 4. PTMISEA \$98,588

D. State Grants and Reimbursements (Source/Amount):

- 1. _____
- 2. _____

E. Non-TDA Local Cash Grants and Reimbursement (Source/Amount):

- 1. COUNTY OF KERN SERVICE CONTRACT \$275,000
- 2. MARICOPA \$29,650
- 3. _____

F. Operating Revenues:

- 1. Passenger Fares \$37,211
- 2. Special Fares _____
- 3. School Bus Service _____
- 4. Freight Tariffs _____
- 5. Charters _____

G. Other Revenues (Source/Amount):

- 1. _____
- 2. _____

I. FY 2011-2012 NONCURRENT TDA & OTHER BUDGETED RESOURCES--enter here and on Part 6, Line J (Sections A+B+C+D+E+F+G) \$5,729

Kern Council of Governments

PART 6 OF 8--BUDGETED PUBLIC TRANSIT EXPENSES

For Fiscal Year 2011-2012

CLAIMANT: CITY OF TAFT

J. FY 2011-2012 NONCURRENT TDA & OTHER BUDGETED RESOURCES (From Part 5, Line I) \$5,729

II. FY 2011-2012 BUDGETED EXPENSES & USES

K. Personnel:

1. Administrative Salaries & Wages	<u>\$116,456</u>
2. Operating Salaries & Wages	<u>\$232,842</u>
3. Other Salaries & Wages	
4. Fringe Benefits	<u>\$187,258</u>

L. Services & Supplies:

1. Professional Services	
2. Maintenance Services	<u>\$86,284</u>
3. Other Services	
4. Vehicle Maintenance & Supplies	<u>\$87,397</u>
5. Utilities	<u>\$7,020</u>
6. Insurance	<u>\$6,326</u>
7. Purchased Transportation Services	
8. Miscellaneous	<u>\$1</u>
9. Expense & Inter-fund Transfers	<u>\$107,863</u>
10. Interest	<u>\$12,878</u>
11. Lease & Rentals	
12. Other	<u>\$152,143</u>

M. Capital Assets (Itemize):

1.	_____
2.	_____
3.	_____
4.	_____
5.	_____

N. Other Uses:

1. Regional Planning Contribution (from most recent TDA estimate)	<u>\$8,424</u>
2. Capital Outlay Reserve Contribution	

O. FY 2011-2012 BUDGETED EXPENSES & USES (Sections K+L+M+N) \$1,004,892

P. FY 2011-2012 UNFUNDED BALANCE (Line J-O) (\$999,163)

Kern Council of Governments
PART 8.1 OF 8--SUPPLEMENTAL PUBLIC TRANSIT INFORMATION
For Fiscal Year 2011-12

Attach the following documents:

- 1) A copy of the governing body's authorization to execute and file this claim.
- 2) A completed copy of the attached questionnaire (BELOW) on system characteristics and any additional documentation required as a result of responding to each query.
- 3) A listing of all transit service subcontractors (BELOW) and a copy of the contract document, if not previously submitted.
- 4) A copy of the "unmet transit needs" documentation, including a legal notice of a public hearing, the minutes of the public hearing held by the local governing body and a resolution making the appropriate "unmet transit needs finding".
- 5) A copy of the Department of California Highway Patrol form number CHP339, "Transit Operator Compliance Certificate", dated within the past 13 months, documenting participation in the California Department of Motor Vehicles "Driver Pull Notice Program.

Kern Council of Governments
PART 8.2 OF 8--SYSTEM CHARACTERISTICS QUESTIONNAIRE
 For Fiscal Year 2011-12

(NOTE: Place an "X" in the proper column)

Question	YES	NO
1. Have all recommendations for corrective action from the FY 2009-10 independent financial audit report been implemented ? IF NO, PLEASE SUBMIT A CORRECTIVE ACTION PLAN COVERING EACH RECOMMENDATION NOT ADDRESSED.	X	
2. Have all recommendations for corrective action from the FY 2009-10 performance audit report been implemented ? IF NO, PLEASE SUBMIT A CORRECTIVE ACTION PLAN COVERING EACH RECOMMENDATION NO ADDRESSED.	X	
3. Have all past transportation development plan recommendations been implemented ? IF NO, PLEASE SUBMIT A CORRECTIVE ACTION PLAN COVERING EACH RECOMMENDATION NOT ADDRESSED.	X	
4. Does the claimant maintain it's financial records in accordance with the California State Controller's approved "uniform system of accounts and records ?	X	
5. Has the claimant submitted it's "Annual Report of Financial Transactions of Transit Operators" to the California State Controller for the fiscal year ended June 30, 2010 ?	X	
6. Is the system expected to meet the applicable farebox revenue ratio requirement for FY 2010-2011 ?	X	
7. Is the system budgeted to meet the applicable farebox revenue ratio requirement for FY 2011-2012 ?	X	
8. If the answer to questions 6 or 7 is NO (i.e. fares revenues alone are insufficient to meet the applicable revenue ratio requirement), has the claimant committed sufficient "local funds" to supplement fares and thereby comply ?	N/A	
9. Does the claimant expect to qualify for and claim an "extension of service exemption" for either FY 2010-2011 or FY 2011-2012 ?		X
10. Is a budget increase in excess of 15% proposed for FY 2011-2012?		X
11. Is an increase or decrease in excess of 15% in the scope of operations or capital budget provisions proposed for FY 2011-2012 ?	N/A	

Kern Council of Governments
PART 8.3 OF 8--SYSTEM CHARACTERISTICS QUESTIONNAIRE
 For Fiscal Year 2011-2012

(NOTE: Place an "X" in the proper column)

Question	YES	NO
(NOTE: If the answer to question 11 or 12 is YES, PLEASE SUBMIT A STATEMENT WHICH DESCRIBES THE COMPONENTS OF THE INCREASE/DECREASE AND JUSTIFIES OR SUBSTANTIATES THE CHANGE.)		
12. Is the claimant proposing an increase in executive level salaries for FY 2011/2012 ? IF YES, PLEASE SUBMIT A STATEMENT WHICH DEFINES AND JUSTIFIES THE INCREASE.		X
13. Is the claimant precluded by contract from contracting with common carriers or persons operating under franchise or license ?		X
14. Does the claimant expect to subcontract with outside parties for the provision of operator services in FY 2011-2012? IF YES, PLEASE SUBMIT A COPY OF ALL NEW OR AMENDED CONTRACTS NOT PREVIOUSLY SUBMITTED.		X
15. Is the claimant precluded by contract from employing part-time drivers ?		X
16. Does the claimant routinely staff public transportation vehicles designed to be operated by one person with two or more persons ?		X
17. Has the claimant's participation in the California Department of Motor Vehicle "Driver Pull Notice Program" been certified by the California Highway Patrol within the past 13 months ? IF YES, PLEASE SUBMIT A COPY OF FORM chp 339, "TRANSIT OPERATOR COMPLIANCE CERTIFICATE".	X	
18. Is the claimant's retirement system fully funded with respect to it's officers and employees ?	X	
19. Does the claimant have a private pension plan ?		X
20. If the answer to question 19 is YES <u>and</u> the plan is a "defined benefit plan", does the claimant do each of the following:	N/A	
a. Conduct periodic actuarial studies of it's employee pension plans to determine the annual cost of future pension benefits ?	N/A	
b. Set aside and invest, on a current basis, funds sufficient to provide for the payment of future pension benefits ?	N/A	

Kern Council of Governments
PART 8.4 OF 8--SYSTEM CHARACTERISTICS QUESTIONNAIRE
For Fiscal Year 2011-12

LISTING OF SUBCONTRACTORS
CITY OF TAFT

1.

2.

3.

4.

5.

6.

7.

8.

9.

10.

(NOTE: If the contract is **new or amended** from prior years, please submit a copy.)

RESOLUTION NO. 2511-99

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TAFT AUTHORIZING THE CITY MANAGER TO SUBMIT TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS AND PUBLIC TRANSIT CLAIMS

WHEREAS, the Kern Council of Governments has established filing instructions for the filing of TDA Streets and Roads and Public Transit Claims; and

WHEREAS, the claimants governing body must approve the execution and filing of the TDA Streets and Roads and Public Transit Claims.

NOW, THEREFORE, the Mayor and City Council of the City of Taft, California, do hereby authorize the City Manager to execute the City's TDA Streets and Roads and Public Transit Claims.

PASSED, APPROVED AND ADOPTED on this 5th day of October, 1999.

Bill Baker
Bill Baker, Mayor

ATTEST:

Norma L. Robinson
Norma L. Robinson, CMC
City Clerk

STATE OF CALIFORNIA }
COUNTY OF KERN } SS
CITY OF TAFT }

I, Norma L. Robinson, City Clerk of the City of Taft, do hereby certify that the foregoing Resolution was duly and regularly adopted by the City Council of the City of Taft at a regular meeting thereof held on the 5th day of October, 1999, by the following vote:

AYES: Councilmembers: Ackermann, Gibby, Waldrop, Baker
NOES: None
ABSENT: Miller
ABSTAIN: None

Norma L. Robinson
Norma L. Robinson, CMC
City Clerk



City of Taft Agenda Report

DATE: April 5, 2011
TO: MAYOR MILLER AND COUNCIL MEMBERS

AGENDA MATTER:
Yearly Transit Unmet Needs Hearing

SUMMARY STATEMENT:

A Transit Unmet Needs hearing was held 10 am, Friday March 18, 2011 at the Taft City Council Chambers. This hearing was publicly noticed in the Taft Independent and Midway Driller in May.

Seven members of the Taft community attended the hearing including Martha Rodriguez who represented the Taft Chamber of Commerce.

During the hearing the following items were identified as needs that have been planned and soon will be fulfilled.

- Provide schedules to the Taft Chamber office on an ongoing basis
- Provide Sunday service and monitor ridership
- Continue to work with Cal Trans to provide bus stops along Kern Street

The Transportation Development Act outlines criteria for the distribution of funds for public transportation. Pursuant to the Transportation Development Act, the City of Taft must annually conduct a hearing to receive input from the community regarding potential unmet transit needs within the City which are reasonable to be met. If there is a finding that there are no unmet transit needs that are reasonable to be met, the transportation planning agency may allocate funds for maintenance of local streets and roads.

Staff prepared the attached resolution indicating other than items already planned there are no unmet needs that can reasonably be met at this time.

RECOMMENDATION:

Motion to adopt a resolution entitled a Resolution of the City Council of the City of Taft Making Findings Relative to Unmet Transit Needs in the City of Taft.

IMPACT ON BUDGET (Y/N): NO

ATTACHMENT (Y/N): YES (minutes from meeting)

PREPARED BY: Craig Jones

REVIEWED BY:

CITY CLERK <i>A. Hernandez</i>	FINANCE DIRECTOR <i>J. Binkley</i>	CITY MANAGER
-----------------------------------	---------------------------------------	--------------

RESOLUTION 3285-11

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TAFT MAKING FINDINGS
RELATIVE TO UNMET TRANSIT NEEDS IN THE CITY OF TAFT.

WHEREAS, the Transportation Development Act of 1971 provides for distribution of funds to
Local Transportation Fund held in trust by the Kern County Auditor/ Controller for use by eligible
claimants for purposes authorized by Article 4; and

WHEREAS, THE City Council has noticed the public hearing to hear comments relative to unmet
transit needs in the City of Taft; and

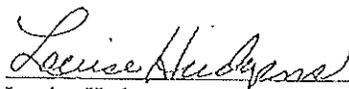
WHEREAS, the Transit Agency has made finding that the Taft Area Transit service has no unmet
needs which are reasonable to meet other than those previously scheduled and the claimant may use the
remaining funds for the purpose authorized by Article 8, Section 99400(a) Streets and Roads.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Taft that there are no
Unmet Transit Needs that are reasonable to be met within the greater Taft area serviced by the Taft Area
Transit.

PASSED, APPROVED AND ADOPTED on this 5th day of April, 2011.


Randy Miller, Mayor

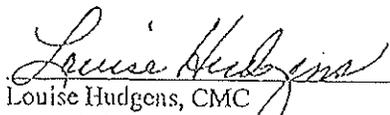
ATTEST:


Louise Hudgens, CMC
City Clerk

STATE OF CALIFORNIA }
COUNTY OF KERN } SS
CITY OF TAFT }

I, Louise Hudgens, City Clerk of the City of Taft do hereby certify that the foregoing
Resolution was duly and regularly introduced and adopted at a regular meeting thereof held on the
5th day of April, 2011, by the following vote:

AYES: Council Member: Krier, Linder, Noerr, Waldrop, Miller
NOES: Council Member: None
ABSENT: Council Member: None
ABSTAIN: Council Member: None


Louise Hudgens, CMC
City Clerk

Downtown Taft has a new business and it's a very timely opening.

Integrity Bookkeeping has opened its doors at 415 Center Street just in time to service customers in the heart of tax season.

Owner Elizabeth Martinez joined the Taft District Chamber of Commerce when she opened her office.

Chamber officials and city representatives joined Martinez in front of her businesses for a ribbon-cutting Wednesday.

Interim Chamber Executive Director Kathy Orrin complemented her on the décor of the new office. Martinez has a similar business in Bakersfield and was getting a lot of customers from Taft.

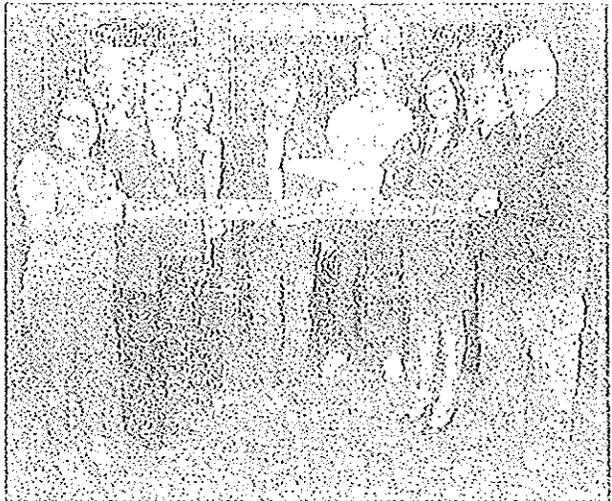
So, she decided to open up an office here.

She specializes in accounting for small businesses, payroll and, of course, tax services.

She is also a Notary Public.

Martinez said she was seeing many customers coming to Bakersfield to get the notary seal on documents.

"Oh my gosh, people were driving all the way to Bakersfield for a \$10 seal,"



Photos by Doug Kester/Milkeny Driver

Elizabeth Martinez cuts the ribbon as the Taft Chamber of Commerce honored her for and her business, Integrity Bookkeeping at 415 Center St. Employee Luz May holds one end of the ribbon, with Chamber Interim Director Kathy Orrin, executive assistant Martha Rodriguez, Chamber President Mike Long, Bob Leikam, chamber board member, Paul Gorte from the City of Taft and Mayor Randy Miller.

Martinez said. "Now they tell me 'I'm glad I don't have to drive all the way to Bakersfield.'"

Martinez said the friendly people also influenced the decision to open here.

"People have been extremely nice in Taft," she said.

Integrity Bookkeeping is open from 9 a.m. to 6 p.m. Monday through Friday, and the phone number is 374-3294.



PUBLIC TRANSIT MEETING

PLACE: Taft City Council Chambers
209 East Kern Street
Taft, CA 93268

DATE: Friday, March 18th, 2011

TIME: 10:00 a.m.

Persons interested in public transit in the community are invited to make comments and concerns on possible unmet public transit needs. Anyone unable to attend may submit written comments to the address below. For telephone testimony, please contact Mr. Jones at (661) 763-1222. Electronic mail may be sent to cjones@cityoftaft.org. Deadline for written, telephone and electronic testimony is no later than Tuesday, March 15, 2011, at 5:00 p.m.

Refreshments and Prizes at the meeting.

Craig Jones
Public Works Manager
City of Taft
209 East Kern Street
Taft, CA 93268

12467-08600

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
TRANSIT OPERATOR COMPLIANCE CERTIFICATE
CHP 339 (Rev 7-90) OPI 062

TRANSIT OPERATOR NAME

CITY OF TAFT

ADDRESS

309 E KERN ST

TELEPHONE NUMBER

(441) 763-3822

CITY

ZIP CODE

COUNTY

TAFT CA 93268-3024

KERN

This is to certify that the above named transit operator was inspected on this date and found to be in compliance with California Vehicle Code Section 1808.1, regarding participation in the Department of Motor Vehicles Pull Notice Program, and with Section 12804.6, regarding transit bus operator certificates.

ISSUED BY

ID. NUMBER

DATE

MICHAEL AGUILERA

A7809

1/05/11

Destroy previous editions.

Kern Council of Governments

Transportation Development Act -- "Schedule A"
LTF STAF FUND ESTIMATE AND APPORTIONMENT FACTORS
FY 2011/12

Revised: January 25, 2011

REVISED

Prospective Claimant	POPULATION	POPULATION	L.T.F.	S.T.A.F.	REVENUE	REVENUE	S.T.A.F.	TOTAL
	BASIS 01/01/09	RATIO	POPULATION APPORTIONMENT	POPULATION APPORTIONMENT	BASIS	RATIO	REVENUE APPORTIONMENT	APPORTIONMENT
ARVIN	16,675	2.02%	\$0.00	\$72,267.42	\$37,266.00	0.56%	\$1,757.00	\$74,044.42
BAKERSFIELD (1)	333,719	40.34%	\$0.00	\$1,443,601.19	\$0.00	0.00%	\$0.00	\$1,443,601.19
CALIFORNIA CITY	14,628	1.79%	\$0.00	\$64,056.67	\$23,420.00	0.35%	\$1,104.00	\$85,160.67
DELANO	53,972	6.52%	\$0.00	\$233,323.74	\$65,779.00	0.09%	\$3,101.00	\$236,424.74
GOLDEN EMPIRE TRANS (1)	N/A	0.00%	\$0.00	\$0.00	\$5,268,626.00	79.61%	\$248,380.00	\$248,380.00
MARICOPA	1,140	0.15%	\$0.00	\$5,367.88	\$0.00	0.00%	\$0.00	\$5,367.88
MCFARLAND	13,559	1.64%	\$0.00	\$58,668.79	\$0.00	0.00%	\$0.00	\$58,668.79
RIDGECREST	28,353	3.43%	\$0.00	\$122,745.47	\$43,762.00	0.66%	\$2,093.00	\$124,808.47
SHAFTER	15,612	1.91%	\$0.00	\$68,350.97	\$53,361.00	0.81%	\$2,517.00	\$70,867.97
TAFT	9,117	1.10%	\$0.00	\$39,364.44	\$319,973.00	4.63%	\$15,065.00	\$54,449.44
TEHACHAPI	13,631	1.65%	\$0.00	\$59,046.65	\$4,005.00	0.06%	\$189.00	\$59,235.65
WASCO	25,434	3.07%	\$0.00	\$109,862.56	\$36,899.00	0.56%	\$1,740.00	\$111,602.56
KERN CO.-IN (1)	116,959	14.38%	\$0.00	\$514,600.52	\$0.00	0.00%	\$0.00	\$514,600.52
KERN CO.-OUT	181,974	22.00%	\$0.00	\$767,288.70	\$764,876.00	11.55%	\$36,059.00	\$823,347.70
METRO-BAKERSFIELD CTSA	N/A	N/A	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	\$0.00
PROOF	N/A		\$0.00	\$3,578,585.00	\$6,617,969.00	100.00%	\$311,995.00	\$3,890,580.00
TOTALS	827,173	100.00%	\$0.00	\$3,578,585.00	\$6,617,969.00		\$311,995.00	\$3,890,580.00
KERN COG ADMINISTRATION	N/A	1.00%	\$0.00	\$0.00	N/A	N/A	\$0.00	\$0.00
KERN PEDESTRIAN/BIKEWAY	N/A	2.00%	\$0.00	\$0.00	N/A	N/A	\$0.00	\$0.00
KERN COG PLANNING (2)	N/A	3.00%	\$0.00	\$0.00	N/A	N/A	\$0.00	\$0.00
ESTIMATED TOTAL	N/A		\$0.00	\$0.00	N/A	N/A	\$0.00	\$3,890,580.00

NOTES:

(1) THE GOLDEN EMPIRE TRANSIT DISTRICT RETAINS CLAIMANT PRIORITY TO THE CITY OF BAKERSFIELD AND KERN-IN FUNDS.
THE CITY OF BAKERSFIELD AND COUNTY OF KERN SHALL FUND 73.72% AND 26.28% OF GET'S CLAIM, RESPECTIVELY.

(2) PURSUANT TO P.U.C. SECTION 99262, CLAIMANTS MAY DESIGNATE FUNDING FOR CONTRIBUTIONS TO THE REGIONAL PLANNING PROCESS.
SEE SCHEDULE "B" FOR THE DISTRIBUTION OF THIS AMOUNT BY AREA OF APPORTIONMENT.

Kern Council of Governments

Transportation Development Act -- "Schedule A"
LTF STAF FUND ESTIMATE AND APPORTIONMENT FACTORS
FY 2011/12

Kern	814,995	827,173
Arvin	18,454	16,675
Bakersfield	327,637	333,719
California C	14,330	14,828
Delano	53,716	53,972
Maricopa	1,130	1,140
McFarland	13,379	13,559
Ridgecrest	27,951	28,353
Shafter	15,561	15,612
Taft	9,168	9,117
Tehachapi	13,060	13,631
Wasco	24,938	25,434
Balance Of :	297,641	300,933

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT

SCHEDULE "B"
 PLANNING CONTRIBUTIONS BY AREA OF APPORTIONMENT
 Fiscal Year 2011-12

Revised: May 9, 2011

Prospective Claimant	POPULATION BASIS at 01/01/09	POPULATION RATIO	PLANNING CONTRIBUTION
ARVIN	16,675	2.02%	\$15,469.17
CALIFORNIA CITY	14,828	1.79%	\$13,707.83
DELANO	53,972	6.52%	\$49,930.20
GOLDEN EMPIRE TRANSIT	452,678	54.73%	\$419,122.68
MARICOPA	1,140	0.14%	\$1,072.12
MCFARLAND	13,559	1.64%	\$12,559.13
RIDGECREST	28,353	3.43%	\$26,266.96
SHAFTER	15,812	1.91%	\$14,626.79
TAFT	9,117	1.10%	\$8,423.81
TEHACHAPI	13,631	1.65%	\$12,635.71
WASCO	25,434	3.07%	\$23,510.08
KERN CO.-OUT	181,974	22.00%	\$168,476.14
PROOF	N/A		\$765,800.62
TOTALS	827,173	100.00%	\$765,800.62



July 1, 2015

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

BY: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VII
FISCAL YEAR 2010-11 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS
CLAIM – CITY OF TAFT FOR \$50,000

DESCRIPTION:

FY 2010-11 Transportation Development Act Streets and Roads claim for the City of Taft for \$50,000.

DISCUSSION:

Kern COG staff has received and reviewed the following TDA claim for the City of Taft for \$50,000.

<u>Claimant</u>	<u>LTF</u>	<u>STAF</u>	<u>TOTAL</u>
City of Taft	\$50,000	\$0	\$50,000

The City of Taft will use the claim funds for the following expenses: administration and engineering, maintenance – street stripping/repairs, and equipment-line stripper. This claim has been evaluated in accordance with the following criteria: 1) the maximum funding level does not exceed claimants' deferred revenues, plus current year apportionments, less required public transit financing; 2) claimants have conducted a public hearing within its jurisdiction to receive testimony regarding unmet transit needs and have made an appropriate finding by resolution of its governing body; 3) project proposed for funding is in conformity with the Regional Transportation Plan; and 4) claimants have not requested or received funds in excess of its current year expenditure. Staff recommends approval.

ACTION:

Review FY 2010-11 TDA Streets and Roads Claim for the City of Taft for \$50,000 and recommend approval to the Transportation Planning Policy Committee.

Attachments: City of Taft 2010-11 TDA Streets Claim and FY 2010-11 Kern COG TDA estimate.

CITY OF

TAFT

energized for the future

June 18, 2015

Mr. Bob Snoddy
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

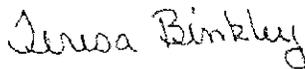
SUBJECT: 2010-11 TRANSPORTATION DEVELOPMENT ACT (TDA) STREET & ROADS CLAIM.

Dear Mr. Snoddy:

The enclosed are the **TDA PUBLIC STREET AND ROADS CLAIM** for \$50,000 all forms and other required documents for the City of Taft, California.

Please feel free to call me at (661) 763-1350 Ext. 18 if you have any questions concerning this matter.

Very truly yours,



Teresa Binkley
Director of Finance

Enclosures

cc: Craig Jones, City Manager, less enclosures
Elsa Garcia, Account Clerk I

S:\VOL\FINANCE\EXCEL\KERN COG TDA CLAIMS\2010-11 TDA.STREET & ROAD.CL.MLTR.DOC

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

FILING INSTRUCTIONS

General Information

A. **Eligible Claimants** - the County of Kern and cities of Arvin, Bakersfield, California City, Delano, Maricopa, McFarland, Ridgecrest, Shafter, Taft, Tehachapi and Wasco.

B. **Filing Deadline** - on or before September 5th of the fiscal year.

C. **Claim Guidelines** - claims shall be filed in accordance with Public Utilities Code Sections 99400 through 99408, associated administrative regulations and Kern COG TDA Rules and Regulations.

D. **Claim Format** - claims shall be filed on the forms prescribed by Kern COG.

E. **Funding Priority** - funding for streets and roads purposes shall be approved after all "reasonable" transit needs have been met within the service area of the claimant.

F. **Eligible Costs** - street and road activity administration, planning, construction and maintenance as stipulated in the California State Controller's publication entitled "Guidelines Relating to Gas Tax Expenditures for Streets and Roads".

Part 1 - Claimant Information

Provide agency identification and location information. Identify a single representative to act as a liaison with Kern COG on all matters regarding this claim.

Part 2 - Claim and Assurances

Have the person, authorized in the governing body's action to approve the execution and filing of this claim and the person responsible for the financial information, sign and date the claim.

Part 3 - FY 2009-2010 Revenues and Expenditures

Supply the financial information requested regarding the fiscal year prior to the year of this claim. The purpose of this information is to calculate the deferred revenue (carryover of unexpended funds) to be reclaimed. A brief description of and source for each line item is provided.

Part 4 - FY 2010-2011 Object Budget

Supply the financial information requested regarding the fiscal year of this claim. Starting with the deferred revenue calculated in Part 3, calculate the total estimated funds available and subtract transit claim allocations to arrive at the net funding available for streets and roads purposes. Prepare an object budget of estimated expenditures which less than or equal to net available streets and roads funding.

Part 5 - FY 2010-2011 Project Budget

Itemize the projects, equipment and services included within each type of expenditure category listed in Part4-III. Total project expenditures should equal total object expenditures (Part 4, Line J).

Part 6 - Supplemental Information

Supply each of the following documents:

- a copy of the unmet needs public hearing notice proof of publication
- a copy of the governing body's unmet needs finding
- a copy of the governing body's authorization to file

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

FILING INSTRUCTIONS

General Information

- A. **Eligible Claimants** - the County of Kern and cities of Arvin, Bakersfield, California City, Delano, Maricopa, McFarland, Ridgecrest, Shafter, Taft, Tehachapi and Wasco.
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Part 1 - Claimant Information

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Part 2 - Claim and Assurances

Have the person, authorized in the governing body's action to approve the execution and filing of this claim and the person responsible for the financial information, sign and date the claim.

Part 3 - FY 2009-2010 Revenues and Expenditures

Supply the financial information requested regarding the fiscal year prior to the year of this claim. The purpose of this information is to calculate the deferred revenue (carryover of unexpended funds) to be reclaimed. A brief description of and source for each line item is provided.

Part 4 - FY 2010-2011 Object Budget

Supply the financial information requested regarding the fiscal year of this claim. Starting with the deferred revenue calculated in Part 3, calculate the total estimated funds available and subtract transit claim allocations to arrive at the net funding available for streets and roads purposes. Prepare an object budget of estimated expenditures which less than or equal to net available streets and roads funding.

Part 5 - FY 2010-2011 Project Budget

Itemize the projects, equipment and services included within each type of expenditure category listed in Part4-III. Total project expenditures should equal total object expenditures (Part 4, Line J).

Part 6 - Supplemental Information

Supply each of the following documents:

- a copy of the unmet needs public hearing notice proof of publication
- a copy of the governing body's unmet needs finding
- a copy of the governing body's authorization to file

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM (FY 2010-11)

Part 1 of 6 - CLAIMANT INFORMATION

I. Claimant

Agency: CITY OF TAFT

Mailing Address: 209 E. KERN STREET

Office Address: 209 E. KERN STREET

City/State/Zip: TAFT CA 93268

Telephone: 661-763-1222 EXT.18

WEB Site: <http://www.cityoftaft.org/>

II. Contact Person

Name: TERESA BINKLEY

Title: FINANCE DIRECTOR

Department: FINANCE

Office Address: 209 E. KERN STREET

City/State/Zip: TAFT CA 93268

Telephone: 661-763-1222 EXT.18

E-mail: tbinkley@cityoftaft.org

CITY OF TAFT

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

Part 2 of 6 - Claim and Assurances
For Fiscal Year 2010-11

A. CLAIM: The CITY OF TAFT hereby claims all Local Transportation Fund apportionments and allocations for the 2010-11 fiscal year plus all unencumbered fund balances and/or deferred revenues held in its local treasury less funds first allocated for transit uses.

B. COMPLIANCE ASSURANCES: The CITY OF TAFT hereby certifies that, as a condition of receiving funds pursuant to Public Utilities Code Section 99200, et seq. and California Administrative Code Section 6600, et seq., as amended, it shall ensure that:

1. All funds will be expended in compliance with the requirements of Public Utilities Code Sections 99200 through 99408, California Administrative Code Sections 6600 through 6684, Office of the State Controller "Guidelines Relating to Gas Tax Expenditures" and Kern Council of Governments' Transportation Development Act Rules and Regulations.

2. All funds will be expended in accordance with the budgets described in Parts 4 and 5 of this claim, attached hereto and made a part hereof, by this reference.

These assurances are given in consideration of and for the purpose of obtaining any and all funds allocated for streets and roads purposes pursuant to Public Utilities Code, Division 10, Part 11, Chapter 4 of the State of California.

The person whose signature appears below has been authorized to provide the assurances cited above and prepare, submit and execute this claim on behalf of:

CITY OF TAFT
Claimant

Signature 6-18-15
Date

CITY MANAGER
Title

C. FINANCIAL ASSURANCES: As the chief financial officer of the CITY OF TAFT I hereby attest to the reasonableness and accuracy of the financial information presented in this claim and declare it to be consistent with the uniform system of accounts and records adopted by the Controller of the State of California.


Signature 6/18/15
Date

FINANCE DIRECTOR
Title

CITY OF TAFT

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

Part 3 of 6 - FY 2009-10 Revenues and Expenditures

<u>Account/Description</u>	<u>Amount</u>
<u>I. FY 2009-10 Available Resources</u>	
A. Deferred Revenues - Actual unexpended prior year TDA cash receipts held in claimant's treasury as of June 30, 2009 (from 2008-09 audit report)	_____
B. FY 2009-10 Cash Receipts from trust funds - TDA cash receipts through June 30, 2010.	
1. Local Transportation Fund	_____
C. FY 2009-10 Interest Earned - interest earnings on claimant cash balances through June 30, 2010.	_____
D. Fund Balance - Actual fund balances or reserves held in claimant's treasury as of June 30, 2009 (from 2008-09 audit report)	\$ 53,541
E. TOTAL FY 2009-10 AVAILABLE RESOURCES (Lines A+B1+C+D)	\$ 53,541
<u>II. FY 2009-10 Expenditures</u>	
F. Administration and Engineering	_____
G. Maintenance	_____
H. Construction	_____
I. Equipment	_____
J. Other	_____
K. TOTAL FY 2009-10 EXPENDITURES (Lines F+G+H+I+J)	\$ -
L. AVAILABLE RESOURCES AT JUNE 30, 2010-enter here and Part 4, Line A (Line E-K)	\$ 53,541

CITY OF TAFT

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

Part 4 of 6 - Object Budget
For Fiscal Year 2010-11

<u>Account/Description</u>	<u>Amount</u>
<u>I. FY 2010-11 Available Resources</u>	
A. Available Resources - estimated unexpended prior year TDA cash receipts held in claimant's treasury as of June 30, 2010 (from Part 3, Line L)	\$ 53,541
B. Trust Fund Balances at June 30, 2010	
1. Local Transportation Fund	\$ 1,036,579
C. FY 2010-11 Trust Fund Apportionments - (from Kern COG estimate)	
1. Local Transportation Fund	\$ 255,077
2. Regional Planning Contribution	\$ 7,889
D. FY 2010-11 Interest Earned - estimated interest earnings on claimant cash balances through June 30, 2011.	_____
E. TOTAL ESTIMATED FY 2010-11 AVAILABLE RESOURCES (Line A+B1+C1+C2+D)	\$ 1,353,086
<u>II. FY 2010-11 Planning & Transit Allocations</u>	
F. Local Transportation Fund	
1. Public Transit (from transit claim) *STAF-Operations Claim \$89,750	\$ -
2. Regional Planning Contribution (from Fund Estimate, Schedule B)	\$ 7,889
G. NET ESTIMATED FY 2010-11 AVAILABLE RESOURCES (Line E-F1-F2)	\$ 1,345,197
<u>III. FY 2010-11 Estimated Expenditures</u>	
H. Administration and Engineering	\$ 652,050
I. Maintenance	\$ 44,058
J. Construction	
K. Equipment	\$ 6,819
L. Other	_____
M. TOTAL FY 2010-11 ESTIMATED EXPENDITURES-Itemize in Part 5 (Line H+I+J+K+L)	\$ 702,927
N. Capital Outlay Reserve Allocations	
1. Local Transportation Fund	_____
O. DEFERRED REVENUES OR FUND BALANCE AT JUNE 30, 2011 (Line G-M-N1)	\$ 642,270
FY 2010-11 NET CLAIM AMOUNT (Line M - Line A)	\$ 649,386
Only Requesting	\$ 50,000.00

CITY OF TAFT

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

Part 6 of 6 - Supplemental Information
For Fiscal Year 2010-11

Attach the following documentation:

1. A copy of the proof of publication for the public notice regarding conduct of a hearing for the purpose of receiving public testimony regarding transit needs within the claimant's service area.
2. A copy of the governing body's resolution or minute order which makes one of the following findings:
 - a. There are no unmet transit needs.
 - b. There are no unmet transit needs that are reasonable to meet.
 - c. There are unmet transit needs, including needs that are reasonable to meet.
3. A copy of the governing body's authorization to execute and file this claim.

PROOF OF PUBLICATION
(2015 S C C P.)
STATE OF CALIFORNIA)

)ss
County of Kern)

I am a citizen of the United States and a resident of the County aforesaid. I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the DAILY MIDWAY DRILLER, a newspaper of general circulation, printed and published bi-weekly in the City of Taft, County of Kern, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Kern, State of California under the date of February 11, 1952, Book 90, Page 286, Case Number 57657; that the notice of which the annexed is printed copy (set in type not smaller than nonparel), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

June 22

all in the year 2010

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Date at Taft, California, this 22nd

day of June, 2010

Melvin Robertson
SIGNATURE

PUBLIC HEARING
NOTICE

The City of Taft is holding a public hearing to receive public testimony on Transit Needs within the City of Taft and its surrounding communities. This hearing will be held July 23, 2010, starting at 10:00 a.m. in the City of Taft Civic Center Council Chambers, 209 East Kern Street, Taft, CA 93269.

To maximize the opportunity for public involvement interested persons or organizations are requested to limit their testimony to three minutes. Written testimony should be sent to Taft City Hall - Taft Area Transit, 209 East Kern Street, Taft, CA 93269. For telephone testimony, please contact Craig Jones at (661) 763-1222. Electronic mail may be sent to cjones@cityoftaft.org. Deadline for written, telephone, and electronic testimony is no later than Thursday, July 29, 2010, at 6:00 p.m.

PUB: June 22, 2010
PUB: MIDWAY
DRILLER

9
55.02
62462-98600
[Signature]



City of Taft Agenda Report

DATE: August 17, 2010

TO: MAYOR NOERR AND COUNCIL MEMBERS

AGENDA MATTER:

Taft Area Transit Unmet Needs hearing

SUMMARY STATEMENT:

A Transit Unmet Needs hearing was advertised for 10am Friday July 23, 2010 in the Council Chambers at Taft City Hall. This hearing was publicly noticed in the Taft Independent and Midway Driller on June 22, 2010. No comments, written or oral were received.

The Transportation Development Act outlines criteria for the distribution of funds for public transportation. Pursuant to the Transportation Development Act, the City of Taft must annually conduct a hearing to receive input from the community regarding potential unmet transit needs within the City which are reasonable to be met. If there is a finding that there are no unmet transit needs that are reasonable to be met, the transportation planning agency may allocate funds for maintenance of local streets and roads.

Staff prepared the attached resolution indicating there are no unmet needs that can reasonably be met at this time.

RECOMMENDED ACTION:

Motion to adopt a resolution entitled a Resolution of the City Council of the City of Taft Making Findings Regarding Unmet Transit Needs in the City of Taft

IMPACT ON BUDGET (Y/N): NO

ATTACHMENT (Y/N): YES

PREPARED BY: Craig Jones

REVIEWED BY:

CITY CLERK	FINANCE DIRECTOR	CITY MANAGER
<i>A. Hedgcock</i>	<i>Jessica Stettin</i>	<i>R. Gerson</i>

RESOLUTION NO. 3231-10

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TAFT MAKING FINDINGS
RELATIVE TO UNMET TRANSIT NEEDS IN THE CITY OF TAFT

WHEREAS, the Transportation Development Act of 1971 provides for distribution of funds to Local Transportation Fund held in trust by the Kern County Auditor/ Controller for use by eligible claimants for purposes authorized by Article 4; and

WHEREAS, THE City Council has noticed the public hearing to hear comments relative to unmet transit needs in the City of Taft; and

WHEREAS, the Transit Agency has made finding that the Taft Area Transit service has no unmet needs which are reasonable to meet and the claimant may use the remaining funds for the purpose authorized by Article 8, Section 99400(a) Streets and Roads.

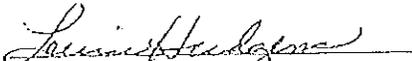
NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Taft that there are no Unmet Transit Needs that are reasonable to be met within the greater Taft area serviced by the Taft Area Transit.

PASSED, APPROVED AND ADOPTED on this 17th day of August, 2010.



Dave Noerr, Mayor

ATTEST:



Louise Hudgens, CMC
City Clerk

STATE OF CALIFORNIA }
COUNTY OF KERN } SS
CITY OF TAFT }

I, Louise Hudgens, City Clerk of the City of Taft do hereby certify that the foregoing Resolution was duly and regularly introduced and adopted at a regular meeting thereof held on the 17th day of August, 2010, by the following vote:

AYES: Council Member : Linder, Miller, Noble, Thompson, Noerr
NOES: Council Member : None
ABSENT: Council Member : None
ABSTAIN: Council Member : None



Louise Hudgens, CMC
City Clerk

RESOLUTION NO. 2511-99

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TAFT AUTHORIZING THE CITY MANAGER TO SUBMIT TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS AND PUBLIC TRANSIT CLAIMS

WHEREAS, the Kern Council of Governments has established filing instructions for the filing of TDA Streets and Roads and Public Transit Claims; and

WHEREAS, the claimants governing body must approve the execution and filing of the TDA Streets and Roads and Public Transit Claims.

NOW, THEREFORE, the Mayor and City Council of the City of Taft, California, do hereby authorize the City Manager to execute the City's TDA Streets and Roads and Public Transit Claims.

PASSED, APPROVED AND ADOPTED on this 5th day of October, 1999.

Bill Baker
Bill Baker, Mayor

ATTEST:

Norma L. Robinson
Norma L. Robinson, CMC
City Clerk

STATE OF CALIFORNIA }
COUNTY OF KERN } SS
CITY OF TAFT }

I, Norma L. Robinson, City Clerk of the City of Taft, do hereby certify that the foregoing Resolution was duly and regularly adopted by the City Council of the City of Taft at a regular meeting thereof held on the 5th day of October, 1999, by the following vote:

AYES: Councilmembers: Ackermann, Gibby, Waldrop, Baker
NOES: None
ABSENT: Miller
ABSTAIN: None

Norma L. Robinson
Norma L. Robinson, CMC
City Clerk

Kern Council of Governments

Transportation Development Act -- "Schedule A"
LTF STAF FUND ESTIMATE AND APPORTIONMENT FACTORS
FY 2010/11

Revised: February 22, 2010

Prospective Claimant	POPULATION BASIS 01/01/09	POPULATION RATIO	L.T.F. POPULATION APPORTIONMENT	S.T.A.F. POPULATION APPORTIONMENT	REVENUE BASIS (FY 06-07)	REVENUE RATIO	S.T.A.F. REVENUE APPORTIONMENT	TOTAL APPORTIONMENT
ARVIN	16,675	2.02%	\$468,413.36	\$0.00	\$75,298.00	1.24%	\$0.00	\$468,413.36
BAKERSFIELD (1)	333,719	40.34%	\$8,886,636.32	\$0.00	\$0.00	0.00%	\$0.00	\$8,886,636.32
CALIFORNIA CITY	14,828	1.79%	\$415,079.17	\$0.00	\$16,505.00	0.27%	\$0.00	\$415,079.17
DELANO	53,972	6.52%	\$1,511,908.48	\$0.00	\$46,996.00	0.78%	\$0.00	\$1,511,908.48
GOLDEN EMPIRE TRANS (1)	N/A	0.00%	\$0.00	\$0.00	\$4,739,925.00	78.25%	\$0.00	\$0.00
MARICOPA	1,140	0.15%	\$34,783.17	\$0.00	\$0.00	0.00%	\$0.00	\$34,783.17
MCFARLAND	13,559	1.64%	\$380,296.00	\$0.00	\$7,585.00	0.13%	\$0.00	\$380,296.00
RIDGECREST	28,353	3.43%	\$795,375.17	\$0.00	\$164,220.00	2.71%	\$0.00	\$795,375.17
SHAFTER	15,812	1.91%	\$442,905.71	\$0.00	\$52,233.00	0.86%	\$0.00	\$442,905.71
TAFT	9,117	1.10%	\$255,076.58	\$0.00	\$320,070.00	5.28%	\$0.00	\$255,076.58
TEHACHAPI	13,631	1.65%	\$382,614.88	\$0.00	\$4,070.00	0.07%	\$0.00	\$382,614.88
WASCO	25,434	3.07%	\$711,895.56	\$0.00	\$26,665.00	0.44%	\$0.00	\$711,895.56
KERN CO.-IN (1)	118,959	14.38%	\$3,167,819.29	\$0.00	\$0.00	0.00%	\$0.00	\$3,167,819.29
KERN CO.-OUT	181,974	22.00%	\$5,101,531.70	\$0.00	\$604,051.00	9.97%	\$0.00	\$5,101,531.70
METRO-BAKERSFIELD CTSA	N/A	N/A	\$634,445.03	\$0.00	\$0.00	0.00%	\$0.00	\$634,445.03
PROOF	N/A		\$23,188,780.43	\$0.00	\$6,057,619.00	100.00%	\$0.00	\$23,188,780.43
TOTALS	827,173	100.00%	\$23,188,780.43	\$0.00	\$6,057,619.00		\$0.00	\$23,188,780.43
KERN COG ADMINISTRATION	N/A	1.00%	\$246,402.38	\$0.00	N/A	N/A	\$0.00	\$246,402.38
KERN PEDESTRIAN/BIKEWAY	N/A	2.00%	\$487,876.72	\$0.00	N/A	N/A	\$0.00	\$487,876.72
KERN COG PLANNING (2)	N/A	3.00%	\$717,178.78	\$0.00	N/A	N/A	\$0.00	\$717,178.78
ESTIMATED TOTAL	N/A		\$24,640,238.31	\$0.00	N/A	N/A	\$0.00	\$24,640,238.31

NOTES.

(1) THE GOLDEN EMPIRE TRANSIT DISTRICT RETAINS CLAIMANT PRIORITY TO THE CITY OF BAKERSFIELD AND KERN-IN FUNDS.
THE CITY OF BAKERSFIELD AND COUNTY OF KERN SHALL FUND 73.72% AND 26.28% OF GET'S CLAIM, RESPECTIVELY.

(2) PURSUANT TO P.U.C. SECTION 99252, CLAIMANTS MAY DESIGNATE FUNDING FOR CONTRIBUTIONS TO THE REGIONAL PLANNING PROCESS.
SEE SCHEDULE "B" FOR THE DISTRIBUTION OF THIS AMOUNT BY AREA OF APPORTIONMENT.

Kern Council of Governments

Transportation Development Act -- "Schedule A"
LTF STAF FUND ESTIMATE AND APPORTIONMENT FACTORS
FY 2010/11

Kern	814,995	827,173
Arvin	16,464	16,675
Bakersfield	327,637	333,719
California C	14,330	14,828
Delano	53,716	53,972
Maricopa	1,130	1,140
McFarland	13,379	13,559
Ridgecrest	27,951	28,353
Shafter	15,561	15,812
Taft	9,188	9,117
Tehachapi	13,060	13,631
Wasco	24,938	25,434
Balance Of	297,641	300,933

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT

SCHEDULE "B"

PLANNING CONTRIBUTIONS BY AREA OF APPORTIONMENT

Fiscal Year 2010-11

Revised: March 16, 2009

Prospective Claimant	POPULATION BASIS at 01/01/09	POPULATION RATIO	PLANNING CONTRIBUTION
ARVIN	16,675	2.02%	\$14,487.01
CALIFORNIA CITY	14,828	1.79%	\$12,837.50
DELANO	53,972	6.52%	\$46,760.06
GOLDEN EMPIRE TRANSIT	452,678	54.73%	\$392,511.94
MARICOPA	1,140	0.14%	\$1,004.05
MCFARLAND	13,559	1.64%	\$11,761.73
RIDGECREST	28,353	3.43%	\$24,599.23
SHAFTER	15,812	1.91%	\$13,698.11
TAFT	9,117	1.10%	\$7,888.97
TEHACHAPI	13,631	1.65%	\$11,833.45
WASCO	25,434	3.07%	\$22,017.39
KERN CO.-OUT	181,974	22.00%	\$157,779.33
PROOF	N/A		\$717,178.78
TOTALS	827,173	100.00%	\$717,178.78
	=====	=====	=====



VIII
TTAC

July 1, 2015

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

BY: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VIII
FISCAL YEAR 2011-12 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS
CLAIM – CITY OF TAFT FOR \$56,161

DESCRIPTION:

FY 2011-12 Transportation Development Act Streets and Roads claim for the City of Taft for \$56,161.

DISCUSSION:

Kern COG staff has received and reviewed the following TDA claim for the City of Taft for \$56,161.

<u>Claimant</u>	<u>LTF</u>	<u>STAF</u>	<u>TOTAL</u>
City of Taft	\$56,161	\$0	\$56,161

The City of Taft will use the claim funds for the following expenses: administration and engineering, maintenance – street stripping/repairs, equipment, and light-duty truck. This claim has been evaluated in accordance with the following criteria: 1) the maximum funding level does not exceed claimants' deferred revenues, plus current year apportionments, less required public transit financing; 2) claimants have conducted a public hearing within its jurisdiction to receive testimony regarding unmet transit needs and have made an appropriate finding by resolution of its governing body; 3) project proposed for funding is in conformity with the Regional Transportation Plan; and 4) claimants have not requested or received funds in excess of its current year expenditure. Staff recommends approval.

ACTION:

Review FY 2011-12 TDA Streets and Roads Claim for the City of Taft for \$56,161 and recommend approval to the Transportation Planning Policy Committee.

Attachments: City of Taft 2011-12 TDA Streets Claim and FY 2011-12 Kern COG TDA estimate.

CITY OF

TAFT

energized for the future

June 18, 2015

Mr. Bob Snoddy
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

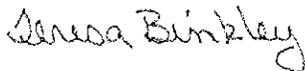
SUBJECT: 2011-12 TRANSPORTATION DEVELOPMENT ACT (TDA) STREET & ROADS CLAIM.

Dear Mr. Snoddy:

The enclosed are the **TDA PUBLIC STREET AND ROADS CLAIM** for \$56,161 all forms and other required documents for the City of Taft, California.

Please feel free to call me at (661) 763-1350 Ext. 18 if you have any questions concerning this matter.

Very truly yours,



Teresa Binkley
Director of Finance

Enclosures

cc: Craig Jones, City Manager, less enclosures
Elsa Garcia, Account Clerk I

S:\VOL.1\FINANCE\EXCEL\KERN COG TDA CLAIMS\2011 & 2012 TDA.STREET & ROAD.CL.M.LTR.DOC

ADMINISTRATION • FINANCE • PLANNING • PUBLIC WORKS
209 E. KERN STREET • TAFT, CA 93268
661 / 763-1222 • 661 / 765-2480 Fax
www.cityoftaft.org

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

FILING INSTRUCTIONS

General Information

A. **Eligible Claimants** - the County of Kern and cities of Arvin, Bakersfield, California City, Delano, Maricopa, McFarland, Ridgecrest, Shafter, Taft, Tehachapi and Wasco.

B. **Filing Deadline** - on or before September 5th of the fiscal year.

C. **Claim Guidelines** - claims shall be filed in accordance with Public Utilities Code Sections 99400 through 99408, associated administrative regulations and Kern COG TDA Rules and Regulations.

D. **Claim Format** - claims shall be filed on the forms prescribed by Kern COG.

E. **Funding Priority** - funding for streets and roads purposes shall be approved after all "reasonable" transit needs have been met within the service area of the claimant.

F. **Eligible Costs** - street and road activity administration, planning, construction and maintenance as stipulated in the California State Controller's publication entitled "Guidelines Relating to Gas Tax Expenditures for Streets and Roads".

Part 1 - Claimant Information

Provide agency identification and location information. Identify a single representative to act as a liaison with Kern COG on all matters regarding this claim.

Part 2 - Claim and Assurances

Have the person, authorized in the governing body's action to approve the execution and filing of this claim and the person responsible for the financial information, sign and date the claim.

Part 3 - FY 2010-2011 Revenues and Expenditures

Supply the financial information requested regarding the fiscal year prior to the year of this claim. The purpose of this information is to calculate the deferred revenue (carryover of unexpended funds) to be reclaimed. A brief description of and source for each line item is provided.

Part 4 - FY 2011-2012 Object Budget

Supply the financial information requested regarding the fiscal year of this claim. Starting with the deferred revenue calculated in Part 3, calculate the total estimated funds available and subtract transit claim allocations to arrive at the net funding available for streets and roads purposes. Prepare an object budget of estimated expenditures which less than or equal to net available streets and roads funding.

Part 5 - FY 2011-2012 Project Budget

Itemize the projects, equipment and services included within each type of expenditure category listed in Part4-III. Total project expenditures should equal total object expenditures (Part 4, Line J).

Part 6 - Supplemental Information

Supply each of the following documents:

- a copy of the unmet needs public hearing notice proof of publication
- a copy of the governing body's unmet needs finding
- a copy of the governing body's authorization to file

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM (FY 2011-12)

Part 1 of 6 - CLAIMANT INFORMATION

I. Claimant

Agency: CITY OF TAFT

Mailing Address: 209 E. KERN STREET

Office Address: 209 E. KERN STREET

City/State/Zip: TAFT CA 93268

Telephone: 661-763-1222 EXT. 18

WEB Site: <http://www.cityoftaft.org/>

II. Contact Person

Name: TERESA BINKLEY

Title: FINANCE DIRECTOR

Department: FINANCE

Office Address: 209 E. KERN STREET

City/State/Zip: TAFT CA 93268

Telephone: 661-763-1222 EX. 18

E-mail: tbinkley@cityoftaft.org

CITY OF TAFT

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

Part 2 of 6 - Claim and Assurances
For Fiscal Year 2011-12

A. CLAIM: The CITY OF TAFT hereby claims all Local Transportation Fund apportionments and allocations for the 2011-12 fiscal year plus all unencumbered fund balances and/or deferred revenues held in its local treasury less funds first allocated for transit uses.

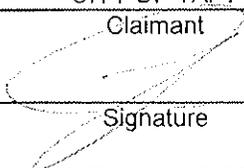
B. COMPLIANCE ASSURANCES: The CITY OF TAFT hereby certifies that, as a condition of receiving funds pursuant to Public Utilities Code Section 99200, et seq. and California Administrative Code Section 6600, et seq., as amended, it shall ensure that:

1. All funds will be expended in compliance with the requirements of Public Utilities Code Sections 99200 through 99408, California Administrative Code Sections 6600 through 6684, Office of the State Controller "Guidelines Relating to Gas Tax Expenditures" and Kern Council of Governments' Transportation Development Act Rules and Regulations.

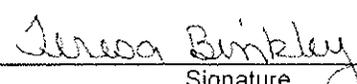
2. All funds will be expended in accordance with the budgets described in Parts 4 and 5 of this claim, attached hereto and made a part hereof, by this reference.

These assurances are given in consideration of and for the purpose of obtaining any and all funds allocated for streets and roads purposes pursuant to Public Utilities Code, Division 10, Part 11, Chapter 4 of the State of California.

The person whose signature appears below has been authorized to provide the assurances cited above and prepare, submit and execute this claim on behalf of:

CITY OF TAFT
Claimant

Signature
6-18-15
Date
CITY MANAGER
Title

C. FINANCIAL ASSURANCES: As the chief financial officer of the CITY OF TAFT I hereby attest to the reasonableness and accuracy of the financial information presented in this claim and declare it to be consistent with the uniform system of accounts and records adopted by the Controller of the State of California.


Signature
6/18/15
Date
FINANCE DIRECTOR
Title

CITY OF TAFT

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

Part 3 of 6 - FY 2010-11 Revenues and Expenditures

<u>Account/Description</u>	<u>Amount</u>
<u>I. FY 2010-11 Available Resources</u>	
A. Deferred Revenues - Actual unexpended prior year TDA cash receipts held in claimant's treasury as of June 30, 2010 (from 2009-10 audit report)	_____
B. FY 2010-11 Cash Receipts from trust funds - TDA cash receipts through June 30, 2011.	
1. Local Transportation Fund	_____
C. FY 2010-11 Interest Earned - interest earnings on claimant cash balances through June 30, 2011.	_____
D. Fund Balance - Actual fund balances or reserves held in claimant's treasury as of June 30, 2010 (from 2009-10 audit report)	\$ 90,382
E. TOTAL FY 2010-11 AVAILABLE RESOURCES (Lines A+B1+C+D)	\$ 90,382
<u>II. FY 2010-11 Expenditures</u>	
F. Administration and Engineering	_____
G. Maintenance	_____
H. Construction	_____
I. Equipment	_____
J. Other	_____
K. TOTAL FY 2010-11 EXPENDITURES (Lines F+G+H+I+J)	\$ -
L. AVAILABLE RESOURCES AT JUNE 30, 2011-enter here and Part 4, Line A (Line E-K)	\$ 90,382

CITY OF TAFT

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

Part 4 of 6 - Object Budget
For Fiscal Year 2011-12

<u>Account/Description</u>	<u>Amount</u>
<u>I. FY 2011-12 Available Resources</u>	
A. Available Resources - estimated unexpended prior year TDA cash receipts held in claimant's treasury as of June 30, 2011 (from Part 3, Line L)	\$ 90,382
B. Trust Fund Balances at June 30, 2011	
1. Local Transportation Fund	\$ 1,036,579
C. FY 2011-12 Trust Fund Apportionments - (from Kern COG estimate)	
1. Local Transportation Fund	\$ 70,697
2. Regional Planning Contribution	\$ 8,424
D. FY 2011-12 Interest Earned - estimated interest earnings on claimant cash balances through June 30, 2012.	
E. TOTAL ESTIMATED FY 2011-12 AVAILABLE RESOURCES (Line A+B1+C1+C2+D)	\$ 1,206,082
<u>II. FY 2011-12 Planning & Transit Allocations</u>	
F. Local Transportation Fund	
1. Public Transit (from transit claim) *STAF- Operation claim \$100,000	\$ -
2. Regional Planning Contribution (from Fund Estimate, Schedule B)	\$ 8,424
G. NET ESTIMATED FY 2011-12 AVAILABLE RESOURCES (Line E-F1-F2)	\$ 1,197,658
<u>III. FY 2011-12 Estimated Expenditures</u>	
H. Administration and Engineering	\$ 499,962
I. Maintenance	\$ 27,554
J. Construction	
K. Equipment	\$ 95,455
L. Other	
M. TOTAL FY 2011-12 ESTIMATED EXPENDITURES-Itemize in Part 5 (Line H+I+J+K+L)	\$ 622,971
N. Capital Outlay Reserve Allocations	
1. Local Transportation Fund	
O. DEFERRED REVENUES OR FUND BALANCE AT JUNE 30, 2012 (Line G-M-N1)	\$ 574,687
FY 2011-12 NET CLAIM AMOUNT (Line M - Line A)	\$ 532,589
Only Requesting	\$ 50,000.00

CITY OF TAFT

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

Part 6 of 6 - Supplemental Information
For Fiscal Year 2011-12

Attach the following documentation:

1. A copy of the proof of publication for the public notice regarding conduct of a hearing for the purpose of receiving public testimony regarding transit needs within the claimant's service area.
2. A copy of the governing body's resolution or minute order which makes one of the following findings:
 - a. There are no unmet transit needs.
 - b. There are no unmet transit needs that are reasonable to meet.
 - c. There are unmet transit needs, including needs that are reasonable to meet.
3. A copy of the governing body's authorization to execute and file this claim.

PROOF OF PUBLICATION
(2015.5 C.C.P.)
STATE OF CALIFORNIA)

)ss
County of Kern)

I am a citizen of the United States and a resident of the County aforesaid. I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the DAILY MIDWAY DRILLER, a newspaper of general circulation, printed and published bi-weekly in the City of Taft, County of Kern, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Kern, State of California under the date of February 11, 1952, Book 90, Page 286, Case Number 57657; that the notice of which the annexed is printed copy (set in type not smaller than nonparel), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

2/11/11

all in the year 2011

I certify (or declare) under penalty of perjury, that the foregoing is true and correct.

Date at Taft, California, this 11th

day of February, 2011

Mauna Robertson
SIGNATURE

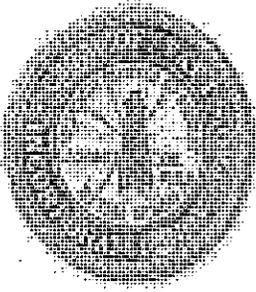
PUBLIC HEARING NOTICE

The City of Taft will hold a public hearing to receive public comment on Unimet Transit Needs within the City of Taft and surrounding communities. This hearing will be held Friday, March 18, 2011, starting at 10:00 a.m., in the City of Taft Council Chamber, 209 East Kern Street, Taft, CA, 93268.

To maximize the opportunity for public involvement interested persons or organizations are requested to limit their testimony to three minutes. Written testimony should be submitted to Taft City Hall - Taft Area Transit, 209 East Kern Street, Taft, CA, 93268. For telephone testimony, please contact Craig Jones at (661) 763-1222. Electronic submissions may be sent to cjones@cityoftaft.org. Deadline for submissions is Tuesday, March 15, at 5:00 p.m.

PUB DATES:
February 11, 2011
PUB: MIDWAY
DRILLER

62462-08600
#55.02
62462-08600
#55.02
Craig Jones



City of Taft Agenda Report

DATE: April 5, 2011
TO: MAYOR MILLER AND COUNCIL MEMBERS

AGENDA MATTER:
 Yearly Transit Unmet Needs Hearing

SUMMARY STATEMENT:

A Transit Unmet Needs hearing was held 10 am, Friday March 18, 2011 at the Taft City Council Chambers. This hearing was publicly noticed in the Taft Independent and Midway Driller in May.

Seven members of the Taft community attended the hearing including Martha Rodriguez who represented the Taft Chamber of Commerce.

During the hearing the following items were identified as needs that have been planned and soon will be fulfilled.

- Provide schedules to the Taft Chamber office on an ongoing basis
- Provide Sunday service and monitor ridership
- Continue to work with Cal Trans to provide bus stops along Kern Street

The Transportation Development Act outlines criteria for the distribution of funds for public transportation. Pursuant to the Transportation Development Act, the City of Taft must annually conduct a hearing to receive input from the community regarding potential unmet transit needs within the City which are reasonable to be met. If there is a finding that there are no unmet transit needs that are reasonable to be met, the transportation planning agency may allocate funds for maintenance of local streets and roads.

Staff prepared the attached resolution indicating other than items already planned there are no unmet needs that can reasonably be met at this time.

RECOMMENDATION:

Motion to adopt a resolution entitled a Resolution of the City Council of the City of Taft Making Findings Relative to Unmet Transit Needs in the City of Taft.

IMPACT ON BUDGET (Y/N): NO

ATTACHMENT (Y/N): YES (minutes from meeting)

PREPARED BY: Craig Jones

REVIEWED BY:

CITY CLERK <i>L. Hernandez</i>	FINANCE DIRECTOR <i>Jenena Binkley</i>	CITY MANAGER
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RESOLUTION 3285-11

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TAFT MAKING FINDINGS RELATIVE TO UNMET TRANSIT NEEDS IN THE CITY OF TAFT.

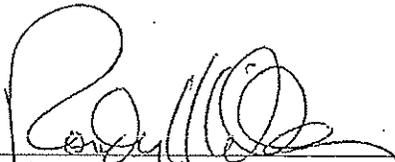
WHEREAS, the Transportation Development Act of 1971 provides for distribution of funds to Local Transportation Fund held in trust by the Kern County Auditor/ Controller for use by eligible claimants for purposes authorized by Article 4; and

WHEREAS, THE City Council has noticed the public hearing to hear comments relative to unmet transit needs in the City of Taft; and

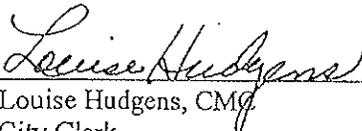
WHEREAS, the Transit Agency has made finding that the Taft Area Transit service has no unmet needs which are reasonable to meet other than those previously scheduled and the claimant may use the remaining funds for the purpose authorized by Article 8, Section 99400(a) Streets and Roads.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Taft that there are no Unmet Transit Needs that are reasonable to be met within the greater Taft area serviced by the Taft Area Transit.

PASSED, APPROVED AND ADOPTED on this 5th day of April, 2011.


Randy Miller, Mayor

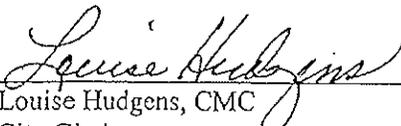
ATTEST:


Louise Hudgens, CMC
City Clerk

STATE OF CALIFORNIA }
COUNTY OF KERN. } SS
CITY OF TAFT }

I, Louise Hudgens, City Clerk of the City of Taft do hereby certify that the foregoing Resolution was duly and regularly introduced and adopted at a regular meeting thereof held on the 5th day of April, 2011, by the following vote:

AYES: Council Member: Krier, Linder, Noerr, Waldrop, Miller
NOES: Council Member: None
ABSENT: Council Member: None
ABSTAIN: Council Member: None


Louise Hudgens, CMC
City Clerk

Downtown Taft has a new business and it's a very timely opening.

Integrity Bookkeeping has opened its doors at 415 Center Street just in time to service customers in the heart of tax season.

Owner Elizabeth Martinez joined the Taft District Chamber of Commerce when she opened her office.

Chamber officials and city representatives joined Martinez in front of her businesses for a ribbon-cutting Wednesday.

Interim Chamber Executive Director Kathy Orrin complemented her on the décor of the new office. Martinez has a similar business in Bakersfield and was getting a lot of customers from Taft.

So, she decided to open up an office here.

She specializes in accounting for small businesses, payroll and, of course, tax services.

She is also a Notary Public.

Martinez said she was seeing many customers coming to Bakersfield to get the notary seal on documents.

"Oh my gosh, people were driving all the way to Bakersfield for a \$10 seal,"



Photos by Doug Keck/Ridgely Drier

Elizabeth Martinez cuts the ribbon at the Taft District Chamber of Commerce in honor of her business, Integrity Bookkeeping at 415 Center St. Employee Luz May holds one end of the ribbon, with Chamber Interim Director Kathy Orrin, executive assistant Martha Rodriguez, Chamber President Mike Long, Bob Leikam, chamber board member, Paul Gorte from the City of Taft and Mayor Randy Miller.

Martinez said. "Now they tell me 'I'm glad I don't have to drive all the way to Bakersfield.'"

Martinez said the friendly people also influenced the decision to open here.

"People have been extremely nice in Taft," she said.

Integrity Bookkeeping is open from 9 a.m. to 6 p.m. Monday through Friday, and the phone number is 374-3294.



PUBLIC TRANSIT MEETING

PLACE: Taft City Council Chambers
209 East Kern Street
Taft, CA 93268

DATE: Friday, March 18th, 2011

TIME: 10:00 a.m.

Persons interested in public transit in the community are invited to make comments and concerns on possible unmet public transit needs. Anyone unable to attend may submit written comments to the address below. For telephone testimony, please contact Mr. Jones at (661) 763-1222. Electronic mail may be sent to cjones@cityoftaft.org. Deadline for written, telephone and electronic testimony is no later than Tuesday, March 15, 2011, at 5:00 p.m.

Refreshments and Prizes at the meeting.

Craig Jones
Public Works Manager
City of Taft
209 East Kern Street
Taft, CA 93268

62462-08600

RESOLUTION NO. 2511-99

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TAFT AUTHORIZING THE CITY MANAGER TO SUBMIT TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS AND PUBLIC TRANSIT CLAIMS

WHEREAS, the Kern Council of Governments has established filing instructions for the filing of TDA Streets and Roads and Public Transit Claims; and

WHEREAS, the claimants governing body must approve the execution and filing of the TDA Streets and Roads and Public Transit Claims.

NOW, THEREFORE, the Mayor and City Council of the City of Taft, California, do hereby authorize the City Manager to execute the City's TDA Streets and Roads and Public Transit Claims.

PASSED, APPROVED AND ADOPTED on this 5th day of October, 1999.

Bill Baker
Bill Baker, Mayor

ATTEST:

Norma L. Robinson
Norma L. Robinson, CMC
City Clerk

STATE OF CALIFORNIA }
COUNTY OF KERN } SS
CITY OF TAFT }

I, Norma L. Robinson, City Clerk of the City of Taft, do hereby certify that the foregoing Resolution was duly and regularly adopted by the City Council of the City of Taft at a regular meeting thereof held on the 5th day of October, 1999, by the following vote:

AYES: Councilmembers: Ackermann, Gibby, Waldrop, Baker
NOES: None
ABSENT: Miller
ABSTAIN: None

Norma L. Robinson
Norma L. Robinson, CMC
City Clerk

Kern Council of Governments

Transportation Development Act -- "Schedule A"
LTF STAF FUND ESTIMATE AND APPORTIONMENT FACTORS
FY 2011/12
REVISED

Revised: January 25, 2011

Prospective Claimant	POPULATION BASIS 01/01/09	POPULATION RATIO	L.T.F. POPULATION APPORTIONMENT	S.T.A.F. POPULATION APPORTIONMENT	REVENUE BASIS	REVENUE RATIO	S.T.A.F. REVENUE APPORTIONMENT	TOTAL APPORTIONMENT
ARVIN	16,675	2.02%	\$0.00	\$72,267.42	\$37,266.00	0.56%	\$1,757.00	\$74,044.42
BAKERSFIELD (1)	333,719	40.34%	\$0.00	\$1,443,601.19	\$0.00	0.00%	\$0.00	\$1,443,601.19
CALIFORNIA CITY	14,528	1.79%	\$0.00	\$64,056.67	\$23,420.00	0.35%	\$1,104.00	\$65,160.67
DELANO	53,972	6.52%	\$0.00	\$233,323.74	\$65,779.00	0.99%	\$3,101.00	\$236,424.74
GOLDEN EMPIRE TRANS (1)	N/A	0.00%	\$0.00	\$0.00	\$5,268,626.00	79.61%	\$248,380.00	\$248,380.00
MARICOPA	1,140	0.15%	\$0.00	\$5,367.88	\$0.00	0.00%	\$0.00	\$5,367.88
MCFARLAND	13,559	1.64%	\$0.00	\$58,668.79	\$0.00	0.00%	\$0.00	\$58,668.79
RIDGECREST	28,353	3.43%	\$0.00	\$122,745.47	\$43,762.00	0.66%	\$2,063.00	\$124,808.47
SHAFTER	15,012	1.91%	\$0.00	\$68,350.97	\$53,381.00	0.81%	\$2,517.00	\$70,867.97
TAFY	9,117	1.10%	\$0.00	\$39,364.44	\$319,973.00	4.83%	\$15,065.00	\$54,449.44
TEHACHAPI	13,631	1.65%	\$0.00	\$59,046.65	\$4,005.00	0.06%	\$189.00	\$59,235.65
WASCO	25,434	3.07%	\$0.00	\$109,862.56	\$36,899.00	0.56%	\$1,740.00	\$111,602.56
KERN CO.-IN (1)	116,959	14.38%	\$0.00	\$514,600.52	\$0.00	0.00%	\$0.00	\$514,600.52
KERN CO.-OUT	181,974	22.00%	\$0.00	\$787,286.70	\$764,876.00	11.56%	\$36,059.00	\$823,347.70
METRO-BAKERSFIELD C.T.S.A.	N/A	N/A	\$0.00	\$0.00	\$0.00	0.00%	\$0.00	\$0.00
PROOF	N/A		\$0.00	\$3,578,585.00	\$6,617,989.00	100.00%	\$311,995.00	\$3,890,580.00
TOTALS	827,173	100.00%	\$0.00	\$3,578,585.00	\$6,617,989.00		\$311,995.00	\$3,890,580.00
KERN COG ADMINISTRATION	N/A	1.00%	\$0.00	\$0.00	N/A	N/A	\$0.00	\$0.00
KERN PEDESTRIAN/BIKEWAY	N/A	2.00%	\$0.00	\$0.00	N/A	N/A	\$0.00	\$0.00
KERN COG PLANNING (2)	N/A	3.00%	\$0.00	\$0.00	N/A	N/A	\$0.00	\$0.00
ESTIMATED TOTAL	N/A		\$0.00	\$0.00	N/A	N/A	\$0.00	\$3,890,580.00

NOTES:

(1) THE GOLDEN EMPIRE TRANSIT DISTRICT RETAINS CLAIMANT PRIORITY TO THE CITY OF BAKERSFIELD AND KERN-IN FUNDS. THE CITY OF BAKERSFIELD AND COUNTY OF KERN SHALL FUND 73.72% AND 26.28% OF GET'S CLAIM, RESPECTIVELY.

(2) PURSUANT TO P.U.C. SECTION 99282, CLAIMANTS MAY DESIGNATE FUNDING FOR CONTRIBUTIONS TO THE REGIONAL PLANNING PROCESS. SEE SCHEDULE "B" FOR THE DISTRIBUTION OF THIS AMOUNT BY AREA OF APPORTIONMENT.

Kern Council of Governments

Transportation Development Act – "Schedule A"
LTF STAF FUND ESTIMATE AND APPORTIONMENT FACTORS
FY 2011/12

Kern	814,995	827,173
Arvin	16,464	16,675
Bakersfield	327,637	333,719
California C.	14,330	14,828
Delano	53,716	53,972
Maricopa	1,130	1,140
McFarland	13,379	13,559
Ridgecrest	27,951	28,353
Shafter	15,561	15,612
Taft	9,166	9,117
Tehachapi	13,060	13,631
Wasco	24,838	25,434
Balance Of	297,641	300,933

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT

SCHEDULE "B"
 PLANNING CONTRIBUTIONS BY AREA OF APPORTIONMENT
 Fiscal Year 2010-11

Revised: March 16, 2009

Prospective Claimant	POPULATION BASIS at 01/01/09	POPULATION RATIO	PLANNING CONTRIBUTION
ARVIN	16,675	2.02%	\$14,487.01
CALIFORNIA CITY	14,828	1.79%	\$12,837.50
DELANO	53,972	6.52%	\$46,760.06
GOLDEN EMPIRE TRANSIT	452,678	54.73%	\$392,511.94
MARICOPA	1,140	0.14%	\$1,004.05
MCFARLAND	13,559	1.64%	\$11,761.73
RIDGECREST	28,353	3.43%	\$24,599.23
SHAFTER	15,812	1.91%	\$13,698.11
TAFT	9,117	1.10%	\$7,888.97
TEHACHAPI	13,631	1.65%	\$11,833.45
WASCO	25,434	3.07%	\$22,017.39
KERN CO.-OUT	181,974	22.00%	\$157,779.33
PROOF	N/A		\$717,178.78
TOTALS	827,173	100.00%	\$717,178.78



July 1, 2015

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

BY: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: IX
FISCAL YEAR 2012-13 TRANSPORTATION DEVELOPMENT ACT (TDA) PUBLIC TRANSIT CLAIM –
CITY OF TAFT FOR \$100,000

DESCRIPTION:

FY 2012-13 Transportation Development Act Public Transit claim for the City of Taft for \$100,000.

DISCUSSION:

Kern COG staff has received and reviewed the following TDA claim for the City of Taft for \$100,000.

<u>Claimant</u>	<u>LTF</u>	<u>STAF</u>	<u>TOTAL</u>
City of Taft	\$11,077	\$88,923	\$100,000

The City of Taft will use the claim funds for the following expenses: personnel, services and supplies, and other uses. This claim has been evaluated in accordance with the following criteria: 1) the maximum funding level does not exceed claimants' deferred revenues, plus current year apportionments, less required public transit financing; 2) claimants have conducted a public hearing within its jurisdiction to receive testimony regarding unmet transit needs and have made an appropriate finding by resolution of its governing body; 3) project proposed for funding is in conformity with the Regional Transportation Plan; and 4) claimants have not requested or received funds in excess of its current year expenditure. Staff recommends approval.

ACTION:

Review FY 2012-13 TDA Public Transit Claim for the City of Taft for \$100,000 and recommend approval to the Transportation Planning Policy Committee.

Attachments: City of Taft 2012-13 TDA Public Transit claim and FY 2012-13 Kern COG TDA estimate.

CITY OF

TAFT

energized for the future

June 18, 2015

Mr. Bob Snoddy
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

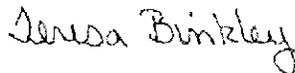
**SUBJECT: 2012-13 TRANSPORTATION DEVELOPMENT ACT (TDA) PUBLIC
TRANSIT CLAIM.**

Dear Mr. Snoddy:

The enclosed is the **TDA PUBLIC TRANSIT CLAIM** for \$86,563 including all forms and other required documents for the City of Taft, California.

Please feel free to call me at (661) 763-1350 Ext. 18 if you have any questions concerning this matter.

Very truly yours,



Teresa C. Binkley
Director of Finance

Enclosures

cc: Craig Jones, City Manager, less enclosures

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Kern Council of Governments
TRANSPORTATION DEVELOPMENT ACT
PUBLIC TRANSIT CLAIM

FILING INSTRUCTIONS

GENERAL INFORMATION

A. Eligible Claimants -- the County of Kern; the cities of Arvin, Bakersfield, California City, Delano, Maricopa, McFarland, Ridgecrest, Shafter, Taft, Tehachapi and Wasco; the Golden Empire Transit District; and the Metropolitan Bakersfield Consolidated Transportation Services Agency (CTSA).

B. Filing Deadline -- annually on or before April 1.

C. Claim Guidelines -- claims shall be filed in accordance with California Public Utilities Code Sections 99260 through 99273, associated sections of the California Code of Regulations and Kern Council of Governments TDA Rules and Regulations. Both documents are available on Kern COG's website (<http://www.kerncog.org/>).

D. Claim Format -- claims shall be filed on the forms prescribed by Kern COG.

E. Eligible Costs -- transit system planning and contributions to the regional planning process; acquisition of real property; construction of facilities and buildings; purchase and replacement of vehicles; and transit system operation, maintenance and repair.

PART 1 - CLAIMANT INFORMATION

Provide agency identification and location information. Identify a single representative to act as a liaison with Kern COG on all matters relating to this claim.

PART 2 - CLAIM AND ASSURANCES

Have the person authorized in the governing bodies action to approve the execution and filing of the claim and the person responsible for the financial information, sign and date the claim.

PARTS 3 AND 4 - PROJECTED RESOURCES AND EXPENSES

Supply the financial information requested regarding the fiscal year prior to the year of this claim. The purpose of this information is to calculate the deferred revenue (carryover of unexpended funds) to be reclaimed and other fund resources available for appropriation. A brief description of and source for each line item is provided.

PARTS 5 AND 6 - BUDGETED RESOURCES, EXPENSES AND RESERVES

Supply the financial information requested regarding the fiscal year of this claim. Starting with the resources available from prior years (deferred revenues and unreserved/unrestricted retained earnings) calculated in Part 3, calculate the total estimated carryover and non-TDA funds available for the fiscal year. Calculate estimated expenses for each object class within the budget. Compute the funding shortfall between carryover funds plus non-TDA funds and total estimated expenses.

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT
PUBLIC TRANSIT CLAIM

FILING INSTRUCTIONS

PART 7 - TDA FUNDING CLAIM

Supply the requested level of TDA funding for each of the TDA source categories. The total amount claimed should equal the unfunded balance.

PART 8 - SUPPLEMENTAL INFORMATION

Attach the following additional information:

- 1) A copy of the governing body's authorization to execute and file the claim.
- 2) A completed copy of the questionnaire on system characteristic and supporting documentation.
- 3) A listing of transit service subcontractors.
- 4) A copy of the "unmet transit needs" documentation, including the legal notice of a public hearing, the minutes of the public hearing held by the local governing body and a resolution making the appropriate "unmet transit needs" finding.
- 5) A copy of the Department of the California Highway Patrol form number CHP-339, "Transit Operator Compliance Certificate" documenting claimant participation in the California Department of Motor Vehicles "Driver Pull Notice Program".

Kern Council of Governments
TRANSPORTATION DEVELOPMENT ACT
PUBLIC TRANSIT CLAIM
2012-2013
PART 1 OF 8 -- CLAIMANT INFORMATION

I. Claimant Information

Agency: CITY OF TAFT

Mailing Address: 209 E. KERN ST

Office Address: 209 E. KERN ST

City, State, Zip TAFT CA 93268

Telephone: 661-763-1350 EXT.18

II. Contact Person

Name: TERESA BINKLEY

Title: FINANCE DIRECTOR

Department: FINANCE

Mailing Address: 209 E. KERN ST

Office Address: 209 E. KERN ST

City, State, Zip TAFT CA 93268

Telephone: 661-763-1350 EX.18

FAX: 661-765-2480

E-Mail: tbinkley@cityoftaft.org

WEB Site: www.cityoftaft.org

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT
PUBLIC TRANSIT CLAIM
PART 2 OF 8 - CLAIM AND ASSURANCES
For Fiscal Year 2012-2013

A. CLAIM: The CITY OF TAFT hereby claims Local Transportation Fund and State Transit Assistance Fund apportionments and allocations for the 2012-2013 fiscal year plus all unencumbered funds and/or deferred revenues held in its local treasury for public transit uses.

B. COMPLIANCE

ASSURANCES: The CITY OF TAFT hereby certifies that, as a condition of receiving funds pursuant to California Public Utilities Code Sections 99200, et. seq., and California Code of Regulations Sections 6600, et. seq., as amended, it shall ensure that:

1. All funds will be expended in compliance with the requirements of California Public Utilities Code Sections 99200 through 99408, California Code of Regulations Sections 6600 through 6756 and Kern Council of Governments' Transportation Development Act Rules and Regulations.

2. All funds will be expended in accordance with the budgets described in Part 6 of this claim, attached hereto and made a part hereof, by this reference.

These assurances are given in consideration of and the for the purpose of obtaining any and all funds apportioned and allocated for public transit purposes pursuant to Public Utilities Codes, Division 10, Part 11, Chapter 4 of the State of California.

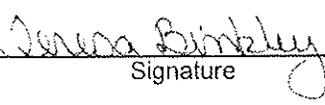
The person whose signature appears below has been authorized to provide the assurances cited above and to prepare, submit and execute this claim on behalf of:

CITY OF TAFT
Claimant

Signature
6-18-15
Date
CITY MANAGER
Title

C. FINANCIAL

ASSURANCES: As the chief financial officer of the CITY OF TAFT I hereby attest to the reasonableness and accuracy of the financial information presented in this claim and declare it to be consistent with the uniform system of accounts and records adopted by the Controller of the State of California.


Signature
6/18/15
Date
FINANCE DIRECTOR
Title

Kern Council of Governments

PART 3 OF 8--PROJECTED PUBLIC TRANSIT RESOURCES
For Fiscal Year 2011-2012

CLAIMANT: CITY OF TAFT

I. FY 2011-2012 PROJECTED AVAILABLE RESOURCES

A. Deferred Revenues -- unexpended prior year cash receipts held in the claimant's treasury as of June 30, 2011 (from the most recent audit report) _____

B. Unreserved/Unrestricted Retained Earnings _____

C. Interest Earnings -- interest earnings on claimant cash balances through June 30, 2012 _____

D. Federal Grants & Reimbursements (Source & Amount):

- | | |
|-----------------------------|----------------|
| 1. FTA Planning Assistance | _____ |
| 2. FTA Operating Assistance | _____ \$20,293 |
| 3. FTA Capital Assistance | _____ |
| 4. PTMISEA | _____ \$98,588 |
| TSSDRA | _____ |

E. State Grants & Reimbursements (Source & Amount):

- | | |
|----------|-------|
| 1. _____ | _____ |
| 2. _____ | _____ |

F. Local Cash Grants & Reimbursements (Source & Amount)

- | | |
|--|-----------------|
| 1. LTF--Regional Planning (PUC 99262) | _____ \$8,424 |
| 2. LTF--Operations/Capital (PUC 99260a) | _____ |
| 3. LTF--Capital Reserve Withdrawl (CCR 6648) | _____ |
| 4. LTF--Social Service Transit (PUC 99275) | _____ |
| 5. LTF--Contracted/Purchased Transit Services (PUC 99400c) | _____ |
| 6. STAF--Operations (CCR 6730a) *100,000 | _____ \$91,576 |
| 7. STAF--Capital (CCR 6730b) | _____ |
| 8. STAF--Contracted/Purchased Transit Services (CCR 6731b) | _____ |
| 9. STAF--Social Service Transit (CCR 6731c) | _____ |
| 10. County of Kern--Service Contract(s) | _____ \$275,000 |
| 11. Maricopa | _____ \$29,650 |

G. Operating Revenues:

- | | |
|-----------------------|----------------|
| 1. Passenger Fares | _____ \$37,211 |
| 2. Special Fares | _____ |
| 3. School Bus Service | _____ |
| 4. Freight Tariffs | _____ |
| 5. Charters | _____ |

H. Other Revenues (Source & Amount):

- | | |
|--|-------|
| 1. MISCELLANEOUS TRANSIT REC | _____ |
| 2. DEPRECIATION APPLIED TO CONTRIBUTED CAPITAL | _____ |

I. TOTAL FY 2011-2012 PROJECTED AVAILABLE RESOURCES -- enter here and Part 4, Line J (Sections A+B+C+D+E+F+G+H) _____ \$560,742

Kern Council of Governments

PART 4 OF 8--PROJECTED PUBLIC TRANSIT EXPENSES

For Fiscal Year 2011-2012

CLAIMANT: CITY OF TAFT

J. TOTAL FY 2011-2012 PROJECTED AVAILABLE RESOURCES (From Part 3, Line I) \$560,742

II. FY 2011-2012 PROJECTED EXPENSES & USES

K. Personnel:

1. Administrative Salaries & Wages	<u>\$116,456</u>
2. Operating Salaries & Wages	<u>\$232,842</u>
3. Other Salaries & Wages	
4. Fringe Benefits	<u>\$187,258</u>

L. Services & Supplies:

1. Professional Services	
2. Maintenance Services	<u>\$86,284</u>
3. Other Services	
4. Vehicle Maintenance & Supplies	<u>\$87,397</u>
5. Utilities	<u>\$7,020</u>
6. Insurance	<u>\$6,326</u>
7. Purchased Transportation Services	
8. Miscellaneous	<u>\$1</u>
9. Expense & Inter-fund Transfers	<u>\$107,863</u>
10. Interest	<u>\$12,878</u>
11. Lease & Rentals	
12. Other	<u>\$152,143</u>

M. Capital Assets (Itemize by Object & Amount):

1. GRANT VEHICLES	
2. TRANSIT OFFICE EQUIPMENT	
3. VIDEO SURVEILANCE EQUIPMENT	
4.	
5.	

N. Other Uses (Object & Amount):

1. Regional Planning Contribution (from FY 2011-2012 TDA Estimate)	<u>\$8,424</u>
2.	

O. FY 2011-2012 PROJECTED EXPENSES & USES (Sections K+L+M+N) \$1,004,892

P. DEFERRED REVENUES AND AVAILABLE RESERVES AS OF JUNE 30, 2012 --
enter here and on Line A, Part 5 (Sections J-O) (\$444,150)

Kern Council of Governments

PART 5 OF 8--BUDGETED PUBLIC TRANSIT RESOURCES

For Fiscal Year 2012-2013

CLAIMANT: CITY OF TAFT

I. FY 2012-2013 NONCURRENT TDA & OTHER BUDGETED RESOURCES

A. Deferred Revenues & Available Reserves-- unexpended prior year cash receipts and reserves held in the claimant's treasury as of June 30, 2012 (From Part 4, Line P) (\$444,150)

B. Interest Earnings--interest earnings on claimant cash balances through June 30, 2013 _____

C. Federal Grants and Reimbursements:
1. FTA Planning Assistance \$11,077
2. FTA Operating Assistance _____
3. FTA Capital Assistance _____
4. ENVIRONMENTAL JUSTICE \$11,355

D. State Grants and Reimbursements (Source/Amount):
1. _____
2. _____

E. Non-TDA Local Cash Grants and Reimbursement (Source/Amount):
1. COUNTY OF KERN SERVICE CONTRACT \$275,000
2. MARICOPA \$29,335
3. _____

F. Operating Revenues:
1. Passenger Fares \$32,869
2. Special Fares _____
3. School Bus Service _____
4. Freight Tariffs _____
5. Charters _____

G. Other Revenues (Source/Amount):
1. _____
2. _____

I. FY 2012-2013 NONCURRENT TDA & OTHER BUDGETED RESOURCES--enter here and on Part 6, Line J (Sections A+B+C+D+E+F+G) (\$84,514)

Kern Council of Governments

PART 7 OF 8--TDA FUNDING CLAIM

For Fiscal Year 2012-2013

CLAIMANT: CITY OF TAFT

I. FY 2012-2013 UNFUNDED BALANCE (From Part 6, Line P) (\$1,105,875)

II. FY 2012-2013 TDA TRANSIT FUNDING CLAIM

- 1. LTF--Regional Planning (PUC 99262) (Same as Part 6, Line N1) \$11,077
- 2. LTF--Operations/Capital (PUC 99260a) _____
- 3. LTF--Capital Reserve Withdrawal (CCR 6648) _____
- 4. LTF--Social Service Transit (PUC 99275) _____
- 5. LTF--Contracted/Purchased Transit Services (PUC 99400c) _____
- 6. LTF--Capital Res. Contrib.(CCR 6648) (Same as Part 6, Line N2) _____
- 7. STAF--Operations (CCR 6730a) *100,000 \$88,923
- 8. STAF--Capital (CCR 6730b) _____
- 9. STAF--Contracted/Purchased Transit Services (CCR 6731b) _____
- 10. STAF--Social Service Transit (CCR 6731c) _____
- 11. _____
- 12. _____

III. FY 2012-2013 TDA FUNDING CLAIM (Should equal line I) \$100,000

Requesting Only \$100,000

UNEXPENDED RESOURCES AS OF JUNE 30, 2013 (Line I+Line III)(Should be \$0) (\$1,005,875)

Kern Council of Governments
PART 8.1 OF 8--SUPPLEMENTAL PUBLIC TRANSIT INFORMATION
For Fiscal Year 2012-13

Attach the following documents:

- 1) A copy of the governing body's authorization to execute and file this claim.
- 2) A completed copy of the attached questionnaire (BELOW) on system characteristics and any additional documentation required as a result of responding to each query.
- 3) A listing of all transit service subcontractors (BELOW) and a copy of the contract document, if not previously submitted.
- 4) A copy of the "unmet transit needs" documentation, including a legal notice of a public hearing, the minutes of the public hearing held by the local governing body and a resolution making the appropriate "unmet transit needs finding".
- 5) A copy of the Department of California Highway Patrol form number CHP339, "Transit Operator Compliance Certificate", dated within the past 13 months, documenting participation in the California Department of Motor Vehicles "Driver Pull Notice Program.

Kern Council of Governments
PART 8.2 OF 8--SYSTEM CHARACTERISTICS QUESTIONNAIRE
 For Fiscal Year 2012-13

(NOTE: Place an "X" in the proper column)

Question	YES	NO
1. Have all recommendations for corrective action from the FY 2010-11 independent financial audit report been implemented ? IF NO, PLEASE SUBMIT A CORRECTIVE ACTION PLAN COVERING EACH RECOMMENDATION NOT ADDRESSED.	X	
2. Have all recommendations for corrective action from the FY 2010-11 performance audit report been implemented ? IF NO, PLEASE SUBMIT A CORRECTIVE ACTION PLAN COVERING EACH RECOMMENDATION NO ADDRESSED.	X	
3. Have all past transportation development plan recommendations been implemented ? IF NO, PLEASE SUBMIT A CORRECTIVE ACTION PLAN COVERING EACH RECOMMENDATION NOT ADDRESSED.	X	
4. Does the claimant maintain it's financial records in accordance with the California State Controller's approved "uniform system of accounts and records ?	X	
5. Has the claimant submitted it's "Annual Report of Financial Transactions of Transit Operators" to the California State Controller for the fiscal year ended June 30, 2011 ?	X	
6. Is the system expected to meet the applicable farebox revenue ratio requirement for FY 2011-2012 ?	X	
7. Is the system budgeted to meet the applicable farebox revenue ratio requirement for FY 2012-2013 ?	X	
8. If the answer to questions 6 or 7 is NO (i.e. fares revenues alone are insufficient to meet the applicable revenue ratio requirement), has the claimant committed sufficient "local funds" to supplement fares and thereby comply ?	N/A	
9. Does the claimant expect to qualify for and claim an "extension of service exemption" for either FY 2011-2012 or FY 2012-2013 ?		X
10. Is a budget increase in excess of 15% proposed for FY 2012-2013?		X
11. Is an increase or decrease in excess of 15% in the scope of operations or capital budget provisions proposed for FY 2012-2013 ?	N/A	

Kern Council of Governments
PART 8.3 OF 8--SYSTEM CHARACTERISTICS QUESTIONNAIRE
 For Fiscal Year 2012-2013

(NOTE: Place an "X" in the proper column)

Question	YES	NO
(NOTE: If the answer to question 11 or 12 is YES, PLEASE SUBMIT A STATEMENT WHICH DESCRIBES THE COMPONENTS OF THE INCREASE/DECREASE AND JUSTIFIES OR SUBSTANTIATES THE CHANGE.)		
12. Is the claimant proposing an increase in executive level salaries for FY 2012/2013 ? IF YES, PLEASE SUBMIT A STATEMENT WHICH DEFINES AND JUSTIFIES THE INCREASE.		X
13. Is the claimant precluded by contract from contracting with common carriers or persons operating under franchise or license ?		X
14. Does the claimant expect to subcontract with outside parties for the provision of operator services in FY 2012-2013? IF YES, PLEASE SUBMIT A COPY OF ALL NEW OR AMENDED CONTRACTS NOT PREVIOUSLY SUBMITTED.		X
15. Is the claimant precluded by contract from employing part-time drivers ?		X
16. Does the claimant routinely staff public transportation vehicles designed to be operated by one person with two or more persons ?		X
17. Has the claimant's participation in the California Department of Motor Vehicle "Driver Pull Notice Program" been certified by the California Highway Patrol within the past 13 months ? IF YES, PLEASE SUBMIT A COPY OF FORM chp 339, "TRANSIT OPERATOR COMPLIANCE CERTIFICATE".	X	
18. Is the claimant's retirement system fully funded with respect to it's officers and employees ?	X	
19. Does the claimant have a private pension plan ?		X
20. If the answer to question 19 is YES <u>and</u> the plan is a "defined benefit plan", does the claimant do each of the following:	N/A	
a. Conduct periodic actuarial studies of it's employee pension plans to determine the annual cost of future pension benefits ?	N/A	
b. Set aside and invest, on a current basis, funds sufficient to provide for the payment of future pension benefits ?	N/A	

Kern Council of Governments
PART 8.4 OF 8--SYSTEM CHARACTERISTICS QUESTIONNAIRE
For Fiscal Year 2012-13

LISTING OF SUBCONTRACTORS
CITY OF TAFT

1.

2.

3.

4.

5.

6.

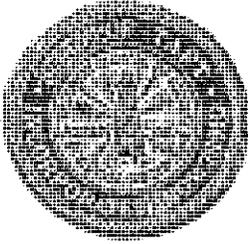
7.

8.

9.

10.

(NOTE: If the contract is new or amended from prior years, please submit a copy.)



City of Taft Agenda Report

DATE: APRIL 17, 2012

TO: MAYOR MILLER AND COUNCIL MEMBERS

AGENDA MATTER:

ANNUAL TRANSIT UNMET NEEDS HEARING

SUMMARY STATEMENT:

A Transit Unmet Needs hearing was held on Wednesday, April 4, 2012 at 11:00 A.M. in the Taft City Council Chamber. The hearing was publicly noticed in the Taft Independent and Midway Driller in March.

Two (2) members of the Taft community attended the hearing and gave the following suggestions and/or concerns:

- Possibility of offering chartered day trips to the Los Angeles Area for special events
- Provide later evening service
- Would like to have a step available in the minivans
- Shelters needed for the bus stops
- Wait time for Dial-A-Ride too long at the beginning of the month

The Transportation Development Act outlines criteria for the distribution of funds for public transportation. Pursuant to the Transportation Development Act, the City of Taft must annually conduct a hearing to receive input from the community regarding potential unmet transit needs within the City which are reasonable to be met. If there is a finding that there are no unmet transit needs that are reasonable to be met, the transportation planning agency may allocate funds for maintenance of local streets and roads.

Staff prepared the attached resolution indicating other than items already planned there are no unmet needs that can reasonably be met at this time.

RECOMMENDED ACTION:

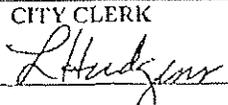
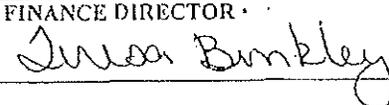
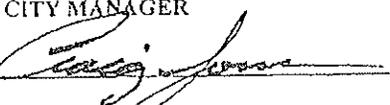
Motion to approve a resolution entitled A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TAFT MAKING FINDINGS RELATIVE TO UNMET TRANSIT NEEDS IN THE CITY OF TAFT.

FUNDING SOURCE: None required

ATTACHMENT (Y/N): Minutes, sign-in sheet, and notices for meeting

PREPARED BY: City Clerk

REVIEWED BY:

CITY CLERK 	FINANCE DIRECTOR 	CITY MANAGER 
---	---	--

RESOLUTION 3422-12

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TAFT MAKING FINDINGS RELATIVE TO UNMET TRANSIT NEEDS IN THE CITY OF TAFT.

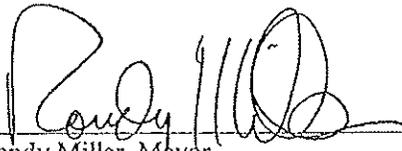
WHEREAS, the Transportation Development Act of 1971 provides for distribution of funds to Local Transportation Fund held in trust by the Kern County Auditor/ Controller for use by eligible claimants for purposes authorized by Article 4; and

WHEREAS, the City Council has noticed the public hearing to hear comments relative to unmet transit needs in the City of Taft; and

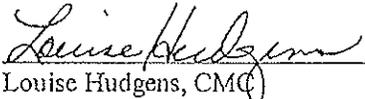
WHEREAS, the Transit Agency has made findings that the Taft Area Transit service has no unmet needs which are reasonable to meet other than those previously scheduled and the claimant may use the remaining funds for the purpose authorized by Article 8, Section 99400(a) Streets and Roads.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Taft that there are no Unmet Transit Needs that are reasonable to be met within the greater Taft area serviced by the Taft Area Transit.

PASSED, APPROVED AND ADOPTED on this 17th day of April, 2012.


Randy Miller, Mayor

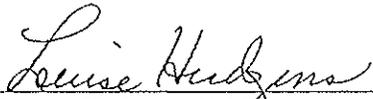
ATTEST:


Louise Hudgens, CMC
City Clerk

STATE OF CALIFORNIA }
COUNTY OF KERN } SS
CITY OF TAFT }

I, Louise Hudgens, City Clerk of the City of Taft do hereby certify that the foregoing Resolution was duly and regularly introduced and adopted at a regular meeting thereof held on the 17th day of April, 2012, by the following vote:

AYES: Council Member : Krier, Linder, Noerr, Waldrop, Miller
NOES: Council Member : None
ABSENT: Council Member : None
ABSTAIN: Council Member : None


Louise Hudgens, CMC
City Clerk

**UNMET TRANSIT NEEDS HEARING
MINUTES**

Wednesday April 4, 2012

The Unmet Transit Needs hearing was opened at 11:10 A.M. on April 4, 2012 in the Council Chambers of City Hall at 209 East Kern St. in Taft.

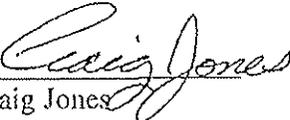
The meeting was attended by Tom Azbill, Transit Coordinator; and Christy Lowe, Accounting Assistant, both employees of the City of Taft.

Members of the public in attendance were as follow: Gloria Vellone and Larry Mobley.

Ms. Vellone expressed how pleased she is with the Transit Staff, she finds them to be very kind, efficient and helpful. She opened a discussion regarding her interest to explore the possibility of the City offering chartered day trips to the Los Angeles area for specific events. She would also like to see evening service run later. She does have a concern with exiting the Minivans, she would like to have a step available.

Mr. Mobley wanted to know if the City could get another garbage can in place at the stop on Fillmore Street in Ford City. He also asked if the City had considered installing shelters at the bus stops. He also expressed concern regarding the wait time for Dial-A-Ride service at the beginning of the month. Mr. Azbill shared his concern and explained that this is due to staffing shortages. Also, Mr. Azbill let Mr. Mobley know that the City is currently in the process of trying to hire another driver.

The hearing was closed at 12:20 P.M.



Craig Jones
Public Works Director

RESOLUTION NO. 2511-99

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TAFT AUTHORIZING THE CITY MANAGER TO SUBMIT TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS AND PUBLIC TRANSIT CLAIMS

WHEREAS, the Kern Council of Governments has established filing instructions for the filing of TDA Streets and Roads and Public Transit Claims; and

WHEREAS, the claimants governing body must approve the execution and filing of the TDA Streets and Roads and Public Transit Claims.

NOW, THEREFORE, the Mayor and City Council of the City of Taft, California, do hereby authorize the City Manager to execute the City's TDA Streets and Roads and Public Transit Claims.

PASSED, APPROVED AND ADOPTED on this 5th day of October, 1999.

Bill Baker
Bill Baker, Mayor

ATTEST:

Norma L. Robinson
Norma L. Robinson, CMC
City Clerk

STATE OF CALIFORNIA }
COUNTY OF KERN } SS
CITY OF TAFT }

I, Norma L. Robinson, City Clerk of the City of Taft, do hereby certify that the foregoing Resolution was duly and regularly adopted by the City Council of the City of Taft at a regular meeting thereof held on the 5th day of October, 1999, by the following vote:

AYES: Councilmembers: Ackermann, Gibby, Waldrop, Baker
NOES: None
ABSENT: Miller
ABSTAIN: None

Norma L. Robinson
Norma L. Robinson, CMC
City Clerk

TRANSIT OPERATOR COMPLIANCE CERTIFICATE

CHP 339 (Rev 7-90) OPI 062

TRANSIT OPERATOR NAME

City OF TAFT

ADDRESS

TELEPHONE NUMBER

209 E KERN ST

661-763-3822

CITY

ZIP CODE

COUNTY

TAFT, CA 93268-3224

Kern

This is to certify that the above named transit operator was inspected on this date and found to be in compliance with California Vehicle Code Section 1808.1, regarding participation in the Department of Motor Vehicles Pull Notice Program, and with Section 12804.6, regarding transit bus operator certificates.

ISSUED BY

I.D. NUMBER

DATE

GRANT KNIFFEN

A07174

1-12-2012

Destroy previous editions.

Kern Council of Governments

Transportation Development Act -- "Schedule A"
LTF STAF FUND ESTIMATE AND APPORTIONMENT FACTORS
FY 2012/13

Revised: March 15, 2012

Prospective Claimant	POPULATION BASIS 01/01/11	POPULATION RATIO	L.T.F. POPULATION APPORTIONMENT	S.T.A.F. POPULATION APPORTIONMENT	REVENUE BASIS	S.T.A.F. REVENUE APPORTIONMENT	TOTAL APPORTIONMENT
ARVIN	19,596	2.31%	\$751,714.64	\$109,616.04	\$33,422.00	\$2,003.00	\$863,333.67
BAKERSFIELD (1)	351,443	41.50%	\$12,829,588.53	\$1,969,292.45	\$0.00	\$0.00	\$14,798,880.97
CALIFORNIA CITY	12,858	1.52%	\$494,634.74	\$72,128.30	\$21,049.00	\$1,262.00	\$568,025.04
DELAND	53,155	6.28%	\$2,043,622.47	\$298,003.77	\$88,304.00	\$5,293.00	\$2,346,919.24
GOLDEN EMPIRE TRANS (1)	N/A	0.00%	\$0.00	\$0.00	\$5,050,371.00	\$303,297.00	\$303,297.00
MARICOPA	1,161	0.15%	\$48,812.64	\$7,117.92	\$0.00	\$0.00	\$55,930.56
MCFARLAND	12,739	1.50%	\$488,126.39	\$71,179.25	\$0.00	\$0.00	\$559,305.63
RIDGECREST	27,768	3.28%	\$1,067,369.70	\$155,645.28	\$50,270.00	\$3,013.00	\$1,226,027.98
SHAFTER	17,283	2.04%	\$663,851.09	\$96,803.77	\$54,589.00	\$3,272.00	\$763,927.66
TAFT	9,321	1.10%	\$357,959.35	\$52,198.11	\$304,444.00	\$18,247.00	\$428,404.46
TEHACHAPI	14,523	1.71%	\$556,464.08	\$81,144.34	\$4,499.00	\$270.00	\$637,878.42
WASCO	25,781	3.04%	\$989,269.48	\$144,256.80	\$30,231.00	\$1,812.00	\$1,135,338.08
KERN CO.-IN (1)	114,910	13.57%	\$4,195,120.87	\$643,934.90	\$0.00	\$0.00	\$4,839,055.78
KERN CO.-OUT	186,345	22.00%	\$7,159,167.00	\$1,043,962.26	\$735,098.00	\$44,058.00	\$8,247,208.26
METRO-BAKERSFIELD CTSA	N/A	N/A	\$895,037.34	\$0.00	\$0.00	\$0.00	\$895,037.34
PROOF	N/A		\$32,541,759.10	\$4,745,283.00	\$6,382,277.00	\$382,528.00	\$37,669,570.10
TOTALS	846,883	100.00%	\$32,541,759.10	\$4,745,283.00	\$6,382,277.00	\$382,528.00	\$37,669,570.10
KERN COG ADMINISTRATION	N/A	1.00%	\$345,786.49	\$0.00	N/A	\$0.00	\$345,786.49
KERN PEDESTRIAN/BIKEWAY	N/A	2.00%	\$684,657.25	\$0.00	N/A	\$0.00	\$684,657.25
KERN COG PLANNING (2)	N/A	3.00%	\$1,005,446.16	\$0.00	N/A	\$0.00	\$1,005,446.16
ESTIMATED TOTAL	N/A		\$34,578,649.00	\$4,745,283.00	N/A	\$382,528.00	\$39,706,460.00

NOTE S:

(1) THE GOLDEN EMPIRE TRANSIT DISTRICT RETAINS CLAIMANT PRIORITY TO THE CITY OF BAKERSFIELD AND KERN-IN FUNDS. THE CITY OF BAKERSFIELD AND COUNTY OF KERN SHALL FUND 75.35% AND 24.65% OF GET'S CLAIM, RESPECTIVELY.

(2) PURSUANT TO P.U.C. SECTION 99262, CLAIMANTS MAY DESIGNATE FUNDING FOR CONTRIBUTIONS TO THE REGIONAL PLANNING PROCESS. SEE SCHEDULE "B" FOR THE DISTRIBUTION OF THIS AMOUNT BY AREA OF APPORTIONMENT.

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT

SCHEDULE "B"

PLANNING CONTRIBUTIONS BY AREA OF APPORTIONMENT

Fiscal Year 2012-13

Adopted: Marc 15, 2012

Prospective Claimant	POPULATION BASIS at 01/01/11	POPULATION RATIO	PLANNING CONTRIBUTION
ARVIN	19,596	2.31%	\$23,288.13
CALIFORNIA CITY	12,858	1.52%	\$15,280.61
DELANO	53,155	6.28%	\$63,170.05
GOLDEN EMPIRE TRANSIT	466,353	55.07%	\$554,219.63
MARICOPA	1,161	0.14%	\$1,379.75
MCFARLAND	12,739	1.50%	\$15,139.18
RIDGECREST	27,768	3.28%	\$32,999.83
SHAFTER	17,283	2.04%	\$20,539.33
TAFT	9,321	1.10%	\$11,077.19
TEHACHAPI	14,523	1.71%	\$17,259.31
WASCO	25,781	3.04%	\$30,638.46
KERN CO.-OUT	186,345	22.00%	\$221,454.69
PROOF	N/A		\$1,006,446.16
TOTALS	846,883	100.00%	\$1,006,446.16



July 1, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

BY: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: X
FISCAL YEAR 2015-16 TRANSPORTATION DEVELOPMENT ACT (TDA) TRANSIT CLAIM – NORTH OF THE RIVER RECREATION AND PARK DISTRICT (CTSA) FOR \$1,045,865

DESCRIPTION:

FY 2015-16 Transportation Development Act Public Transit claim for the North of the River Recreation and Park District (CTSA) for \$1,045,865

DISCUSSION:

Kern COG staff has received and reviewed the following TDA claim for North of the River Recreation and Park District for \$1,045,865

<u>Claimant</u>	<u>LTF</u>	<u>STAF</u>	<u>TOTAL</u>
North of the River Recreation and Park District	\$1,045,865	-0-	\$ 1,045,865

North of the River Recreation and Park District will use the funds for the following expenses: personnel and services and supplies. This claim has been evaluated in accordance with the following criteria: 1) the maximum funding level does not exceed claimants' deferred revenues, plus current year apportionments, less required public transit financing; 2) claimants have conducted a public hearing within its jurisdiction to receive testimony regarding unmet transit needs and have made an appropriate finding by resolution of its governing body; 3) project proposed for funding is in conformity with the Regional Transportation Plan; and 4) claimants have not requested or received funds in excess of its current year expenditure. Staff recommends approval.

ACTION:

Review FY 2015-16 TDA Public Transit Claim for North of the River Recreation and Park District for \$1,045,865 and recommend approval to the Transportation Planning Policy Committee.

RECEIVED
JUN 22 2015

KERN COUNCIL
OF GOVERNMENTS

Kern Council Of Governments

TRANSPORTATION DEVELOPMENT ACT

PUBLIC TRANSIT CLAIM

FY 2015-2016

CTSA / North of the River Recreation and Park District

June 2015

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT
PUBLIC TRANSIT CLAIM
2015-2016
PART 1 OF 8 -- CLAIMANT INFORMATION

I. Claimant Information

Agency: North of the River Recreation and Park District

Mailing Address: 405 Galaxy Ave

Office Address: 405 Galaxy Ave

City, State, Zip Bakersfield, California 93308

Telephone: (661)392-2000

II. Contact Person

Name: Joe West

Title: Transportation Supervisor

Department: Consolidated Transportation Service Agency (CTSA)

Mailing Address: 222 Minner Ave

Office Address: 222 Minner Ave

City, State, Zip Bakersfield, California 93308

Telephone: (661)392-2035

FAX: (661)392-2046

E-Mail: jwest@norrecreation.org

WEB Site: NORFUN.org

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT
PUBLIC TRANSIT CLAIM
PART 2 OF 8 - CLAIM AND ASSURANCES
For Fiscal Year 2015-2016

A. CLAIM: The North of the River Recreation and Park District hereby claims Local Transportation Fund and State Transit Assistance Fund apportionments and allocations for the 2015-2016 fiscal year plus all unencumbered funds and/or deferred revenues held in its local treasury for public transit uses.

B. COMPLIANCE ASSURANCES: The North of the River Recreation and Park District hereby certifies that, as a condition of receiving funds pursuant to California Public Utilities Code Sections 99200, et. seq., and California Code of Regulations Sections 6600, et. seq., as amended, it shall ensure that:

1. All funds will be expended in compliance with the requirements of California Public Utilities Code Sections 99200 through 99408, California Code of Regulations Sections 6600 through 6756 and Kern Council of Governments' Transportation Development Act Rules and Regulations.
2. All funds will be expended in accordance with the budgets described in Part 6 of this claim, attached hereto and made a part hereof, by this reference.

These assurances are given in consideration of and the for the purpose of obtaining any and all funds apportioned and allocated for public transit purposes pursuant to Public Utilities Codes, Division 10, Part 11, Chapter 4 of the State of California.

The person whose signature appears below has been authorized to provide the assurances cited above and to prepare, submit and execute this claim on behalf of:

North of the River Recreation and Park District

Claimant

David McArthur

Signature

6-22-15

Date

General Manager - David McArthur

Title

C. FINANCIAL

ASSURANCES: As the chief financial officer of the North of the River Recreation and Park District I hereby attest to the reasonableness and accuracy of the financial information presented in this claim and declare it to be consistent with the uniform system of accounts and records adopted by the Controller of the State of California.

Monya Jameson

Signature

6-22-15

Date

Finance Director - Monya Jameson

Title

Kern Council of Governments

PART 4 OF 8--PROJECTED PUBLIC TRANSIT EXPENSES

For Fiscal Year 2014-2015

CLAIMANT: North of the River Recreation and Park District

J. TOTAL FY 2014-2015 PROJECTED AVAILABLE RESOURCES (From Part 3, Line I) \$1,421,491

II. FY 2014-2015 PROJECTED EXPENSES & USES

K. Personnel:

1. Administrative Salaries & Wages	<u>\$0</u>
2. Operating Salaries & Wages	<u>\$553,178</u>
3. Other Salaries & Wages	<u>\$0</u>
4. Fringe Benefits	<u>\$192,300</u>

L. Services & Supplies:

1. Professional Services	<u>\$27,200</u>
2. Maintenance Services	<u>\$6,015</u>
3. Other Services	<u>\$8,250</u>
4. Vehicle Maintenance & Supplies	<u>\$205,800</u>
5. Utilities	<u>\$13,550</u>
6. Insurance	<u>\$10,070</u>
7. Purchased Transportation Services	<u>\$0</u>
8. Miscellaneous	<u>\$825</u>
9. Expense & Inter-fund Transfers	<u>\$0</u>
10. Interest	<u>\$0</u>
11. Lease & Rentals	<u>\$24,000</u>
12. Other	<u>\$51,797</u>

M. Capital Assets (Itemize by Object & Amount):

1. FTA - 5310 Vehicles	<u>\$300,000</u>
2. FTA - 5310 Equipment (Network Server and 6 Mobil Radios)	<u>\$8,829</u>
3. _____	
4. _____	
5. _____	

N. Other Uses (Object & Amount):

1. Regional Planning Contribution (from FY 2009-2010 TDA Estimate)	<u>_____</u>
2. _____	

O. FY 2014-2015 PROJECTED EXPENSES & USES (Sections K+L+M+N) \$1,401,814

P. DEFERRED REVENUES AND AVAILABLE RESERVES AS OF JUNE 30, 2015 --
enter here and on Line A, Part 5 (Sections J-O) \$19,677

Kern Council of Governments

PART 5 OF 8--BUDGETED PUBLIC TRANSIT RESOURCES

For Fiscal Year 2015-2016

CLAIMANT: North of the River Recreation and Park District

I. FY 2015-2016 NONCURRENT TDA & OTHER BUDGETED RESOURCES

A. Deferred Revenues & Available Reserves-- unexpended prior year cash receipts and reserves held in the claimant's treasury as of June 30, 2015 (From Part 4, Line P) \$19,677

B. Interest Earnings--interest earnings on claimant cash balances through June 30, 2016 \$100

C. Federal Grants and Reimbursements:

- | | |
|--------------------------------------|------------------|
| 1. FTA Planning Assistance | <u>\$0</u> |
| 2. FTA Operating Assistance | <u>\$0</u> |
| 3. FTA Capital Assistance | <u>\$266,545</u> |
| 4. MediCAL Administrative Activities | <u>\$40,000</u> |

D. State Grants and Reimbursements (Source/Amount):

1. _____
2. _____

E. Non-TDA Local Cash Grants and Reimbursement (Source/Amount):

1. _____
2. _____
3. _____

F. Operating Revenues:

- | | |
|-----------------------|---------------------------|
| 1. Passenger Fares | <u>\$80,000</u> |
| 2. Special Fares | <u> </u> |
| 3. School Bus Service | <u> </u> |
| 4. Freight Tariffs | <u> </u> |
| 5. Charters | <u> </u> |

G. Other Revenues (Source/Amount):

1. _____
2. _____

I. FY 2015-2016 NONCURRENT TDA & OTHER BUDGETED RESOURCES--enter here and on Part 6, Line J (Sections A+B+C+D+E+F+G) \$406,322

Kern Council of Governments

PART 6 OF 8--BUDGETED PUBLIC TRANSIT EXPENSES

For Fiscal Year 2015-2016

CLAIMANT: North of the River Recreation and Park District

J. FY 2015-2016 NONCURRENT TDA & OTHER BUDGETED RESOURCES (From Part 5, Line I) \$406,322

II. FY 2015-2016 BUDGETED EXPENSES & USES

K. Personnel:

1. Administrative Salaries & Wages	\$0
2. Operating Salaries & Wages	\$556,712
3. Other Salaries & Wages	\$0
4. Fringe Benefits	\$220,821

L. Services & Supplies:

1. Professional Services	\$28,500
2. Maintenance Services	\$3,000
3. Other Services	\$7,100
4. Vehicle Maintenance & Supplies	\$259,677
5. Utilities	\$14,250
6. Insurance	\$14,000
7. Purchased Transportation Services	\$0
8. Miscellaneous	\$1,550
9. Expense & Inter-fund Transfers	\$0
10. Interest	\$0
11. Lease & Rentals	\$24,000
12. Other	\$56,032

M. Capital Assets (Itemize):

1. FTA - 5310 Vehicles and Equipment	\$266,545
2.	
3.	
4.	
5.	

N. Other Uses:

1. Regional Planning Contribution (from most recent TDA estimate)	
2. Capital Outlay Reserve Contribution	

O. FY 2015-2016 BUDGETED EXPENSES & USES (Sections K+L+M+N) \$1,452,187

P. FY 2015-2016 UNFUNDED BALANCE (Line J-O) (\$1,045,865)

Kern Council of Governments

PART 7 OF 8--TDA FUNDING CLAIM

For Fiscal Year 2015-2016

CLAIMANT: North of the River Recreation and Park District

I. FY 2015-2016 UNFUNDED BALANCE (From Part 6, Line P)	<u>(\$1,045,865)</u>
II. FY 2015-2016 TDA TRANSIT FUNDING CLAIM	
1. LTF--Regional Planning (PUC 99262) (Same as Part 6, Line N1)	
2. LTF--Operations/Capital (PUC 99260a)	<u>\$1,045,865</u>
3. LTF--Capital Reserve Withdrawal (CCR 6648)	
4. LTF--Social Service Transit (PUC 99275)	
5. LTF--Contracted/Purchased Transit Services (PUC 99400c)	
6. LTF--Capital Res. Contrib.(CCR 6648) (Same as Part 6, Line N2)	
7. STAF--Operations (CCR 6730a)	
8. STAF--Capital (CCR 6730b)	
9. STAF--Contracted/Purchased Transit Services (CCR 6731b)	
10. STAF--Social Service Transit (CCR 6731c)	
11.	
12.	
<u>III. FY 2015-2016 TDA FUNDING CLAIM (Should equal line I)</u>	<u>\$1,045,865</u>
UNEXPENDED RESOURCES AS OF JUNE 30, 2016 (Line I+Line III)(Should be \$0)	<u><u>\$0</u></u>

Kern Council of Governments
PART 8.1 OF 8--SUPPLEMENTAL PUBLIC TRANSIT INFORMATION
For Fiscal Year 2015-2016

Attach the following documents:

- 1) A copy of the governing body's authorization to execute and file this claim.
- 2) A completed copy of the attached questionnaire (BELOW) on system characteristics and any additional documentation required as a result of responding to each query.
- 3) A listing of all transit service subcontractors (BELOW) and a copy of the contract document, if not previously submitted.
- 4) A copy of the "unmet transit needs" documentation, including a legal notice of a public hearing, the minutes of the public hearing held by the local governing body and a resolution making the appropriate "unmet transit needs finding".
- 5) A copy of the Department of California Highway Patrol form number CHP339, "Transit Operator Compliance Certificate", dated within the past 13 months, documenting participation in the California Department of Motor Vehicles "Driver Pull Notice Program.

THE BOARD OF DIRECTORS
OF THE
NORTH OF THE RIVER RECREATION AND PARK DISTRICT

IN THE MATTER OF:

**AUTHORIZATION OF THE CONSOLIDATED
TRANSPORTATION SERVICES AGENCY
CLAIM FOR FY 2015-2016 OPERATING FUNDS**

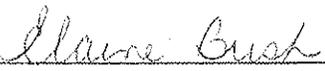
I, Elaine Bush, Clerk of the Board of Directors of the North of the River Recreation and Park District, of the County of Kern, State of California, do hereby certify that the following resolution proposed by Director Roberson and seconded by Director Eckroth was duly passed and adopted by said Board of Directors at an official meeting thereof this 15th day of June 2015 by the following vote to wit:

AYES: Ruetters, Roberson, Patteson, Eckroth, Martin

NOES: None

ABSENT: None

ABSTAIN: None



Clerk of the Board of Directors of the
North of the River Recreation and
Park District

RESOLUTION #17-15

WHEREAS, in 1979, the California State Legislature enacted the Social Service Transportation Improvement Act to promote the coordination of transportation services to the elderly and handicapped; and

WHEREAS, the Regional Transportation Planning Agency, Kern Council of Governments (Kern COG) had responsibility to inventory local services, prepare an action plan, and designate a Consolidated Transportation Services Agency; and

WHEREAS, North of the River Recreation and Park District was designated, July 1, 1997, the Consolidated Transportation Services Agency (CTSA) to provide senior and disabled transportation services with funds from the Transportation Development Act of 1971 (TDA) State Transit Assistance (STA); and

WHEREAS, the District receives these funds from the Kern Council of Governments who distributes monies designated for the operation of CTSA and other Kern County based transportation systems; and

WHEREAS, the District submits an annual claim for these funds based on the estimates received from Kern COG.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors authorizes the claim in the amount of \$1,045,865 for the operation of CTSA; and

BE IT FINALLY RESOLVED that the Board of Directors authorizes the General Manager to transact and sign any necessary documents for the claim.

Kern Council of Governments
PART 8.2 OF 8--SYSTEM CHARACTERISTICS QUESTIONNAIRE
 For Fiscal Year 2015-2016

(NOTE: Place an "X" in the proper column)

Question	YES	NO
1. Have all recommendations for corrective action from the FY 2013-2014 independent financial audit report been implemented ? IF NO, PLEASE SUBMIT A CORRECTIVE ACTION PLAN COVERING EACH RECOMMENDATION NOT ADDRESSED.	X	
2. Have all recommendations for corrective action from the FY 2011-2012 performance audit report been implemented ? IF NO, PLEASE SUBMIT A CORRECTIVE ACTION PLAN COVERING EACH RECOMMENDATION NO ADDRESSED.	X	
3. Have all past transportation development plan recommendations been implemented ? IF NO, PLEASE SUBMIT A CORRECTIVE ACTION PLAN COVERING EACH RECOMMENDATION NOT ADDRESSED.	X	
4. Does the claimant maintain it's financial records in accordance with the California State Controller's approved "uniform system of accounts and records ?	X	
5. Has the claimant submitted it's "Annual Report of Financial Transactions of Transit Operators" to the California State Controller for the fiscal year ended June 30, 2014 ?	X	
6. Is the system expected to meet the applicable farebox revenue ratio requirement for FY 2014-2015 ?	X	
7. Is the system budgeted to meet the applicable farebox revenue ratio requirement for FY 2015-2016 ?	X	
8. If the answer to questions 6 or 7 is NO (i.e. fares revenues alone are insufficient to meet the applicable revenue ratio requirement), has the claimant committed sufficient "local funds" to supplement fares and thereby comply ?	N/A	N/A
9. Does the claimant expect to qualify for and claim an "extension of service exemption" for either FY 2014-2015 or FY 2015-2016 ?		X
10. Is a budget increase in excess of 15% proposed for FY 2015-2016 ?		X
11. Is an increase or decrease in excess of 15% in the scope of operations or capital budget provisions proposed for FY 2015-2016 ?		X

PART 8.3 OF 8--SYSTEM CHARACTERISTICS QUESTIONNAIRE

For Fiscal Year 2015-2016

(NOTE: Place an "X" in the proper column)

Question	YES	NO
(NOTE: If the answer to question 11 or 12 is YES, PLEASE SUBMIT A STATEMENT WHICH DESCRIBES THE COMPONENTS OF THE INCREASE/DECREASE AND JUSTIFIES OR SUBSTANTIATES THE CHANGE.)	N/A	N/A
12. Is the claimant proposing an increase in executive level salaries for FY 2015-2016 ? IF YES, PLEASE SUBMIT A STATEMENT WHICH DEFINES AND JUSTIFIES THE INCREASE.		X
13. Is the claimant precluded by contract from contracting with common carriers or persons operating under franchise or license ?	X	
14. Does the claimant expect to subcontract with outside parties for the provision of operator services in FY 2015-2016 ? IF YES, PLEASE SUBMIT A COPY OF ALL NEW OR AMENDED CONTRACTS NOT PREVIOUSLY SUBMITTED.		X
15. Is the claimant precluded by contract from employing part-time drivers ?		X
16. Does the claimant routinely staff public transportation vehicles designed to be operated by one person with two or more persons ?		X
17. Has the claimant's participation in the California Department of Motor Vehicle "Driver Pull Notice Program" been certified by the California Highway Patrol within the past 13 months ? IF YES, PLEASE SUBMIT A COPY OF FORM chp 339, "TRANSIT OPERATOR COMPLIANCE CERTIFICATE".	X	
18. Is the claimant's retirement system fully funded with respect to it's officers and employees ?	X	
19. Does the claimant have a private pension plan ?		X
20. If the answer to question 19 is YES and the plan is a "defined benefit plan", does the claimant do each of the following:	N/A	N/A
a. Conduct periodic actuarial studies of it's employee pension plans to determine the annual cost of future pension benefits ?	N/A	N/A
b. Set aside and invest, on a current basis, funds sufficient to provide for the payment of future pension benefits ?	N/A	N/A

Kern Council of Governments
PART 8.4 OF 8--SYSTEM CHARACTERISTICS QUESTIONNAIRE
For Fiscal Year 2015-2016

LISTING OF SUBCONTRACTORS
North of the River Recreation and Park District

NO SUBCONTRACTORS ARE USED IN THE PERFORMANCE OF THIS PROGRAM

- 2. _____
- 3. _____
- 4. _____
- 5. _____
- 6. _____
- 7. _____
- 8. _____
- 9. _____
- 10. _____

(NOTE: If the contract is **new or amended** from prior years, please submit a copy.)



North of the River
recreation and park district

NOTICE OF PUBLIC HEARING

**CONSOLIDATED TRANSPORTATION SERVICE AGENCY (CTSA)
UNMET NEEDS HEARING
MONDAY, April 20, 2015
5:30 P.M.**

1. Whereas, North of the River Recreation and Park District as the designated CTSA and in accordance with the provisions of Section 99238.5 of the California Public Utilities Code, will hold a public hearing to receive comments regarding Unmet Transit Needs that may exist in Metropolitan Bakersfield that affect senior citizens and disabled persons.

NOTICE IS HEREBY GIVEN THAT:

2. A public hearing will be held on Monday, April 20, 2015, at the Administrative Office of North of the River Recreation and Park District, 405 Galaxy Avenue, Bakersfield at 5:30 p.m. for the purpose of receiving comments and testimony from the public regarding Unmet Transit Needs that may exist in the Metropolitan Bakersfield area that affect senior citizens and disabled persons.
3. Any person wishing to present testimony related to Unmet Transit Needs that may exist in Metropolitan Bakersfield may be heard on Monday, April 20, 2015, or may submit written comments until April 12, 2015 to: CTSA, Unmet Needs, 222 Minner Avenue, Bakersfield, California 93308.
4. Individuals with disabilities may call CTSA to request auxiliary aid necessary to participate in the public review process. (661)392-2035

Joe West
CTSA Transportation Supervisor
(661) 392-2035
March 15, 2015

Advertised in the Bakersfield Californian page E5

NOTICE OF PUBLIC HEARING
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Joe West
CTSA Transportation Supervisor
(661) 392-2035
March 15, 2015

MARCH 15, 2015 (13799622)



North of the River
recreation and park district

**NORTH OF THE RIVER RECREATION AND PARK DISTRICT
BOARD OF DIRECTORS' REGULAR MEETING
405 GALAXY AVENUE, BAKERSFIELD, CALIFORNIA 93308
MONDAY, APRIL 20, 2015, 5:30 P.M.**

DISCLAIMER: This agenda includes proposed actions and activities with respect to each agenda item, as of the date of posting. As such, it does not preclude the Board from taking other actions on any item on the agenda that is different or in addition to what may have been recommended.

REVISED AGENDA

Posted Prior to 5:00 p.m.
Friday, April 17, 2015

1. CALL TO ORDER

2. ROLL CALL

_____ Ruetters, Chairperson
_____ Roberson, Vice-Chairperson
_____ Patteson
_____ Ekroth
_____ Martin

3. FLAG SALUTE

4. PUBLIC COMMENTS

The North of the River Recreation and Park District Board of Directors may take official action only on items included in the posted agenda. Items addressed during the Public Comment section are generally matters not included on the agenda and, therefore, the Board will not take action at this scheduled meeting. Such items, however, may be added to a future meeting's agenda. Members of the public may address the Board on items included on the agenda in the order that the items appear. Speakers are limited to two minutes. Please state your name before making your presentation. Thank you!

5. CONSENT AGENDA

- A. Secretary Declaration of Posting of Agenda 72 Hours in Advance of Meeting
- B. Approval of Minutes from the Board of Directors Regular Meeting Held March 16, 2014
- C. Receive and File Bills and Invoices
- D. Ratification of Bill Exceeding Policy Limit
- E. Approval of Cafeteria Plan Service Agreement, Resolution #10-15
- F. Approval to Purchase Youth Tackle Football Insurance, Resolution #13-15

6. PUBLIC HEARING

- A. Public Hearing Regarding Unmet Transit Needs, Resolution #11-15

7. BOARD BUSINESS

- A. Approval of RiverLakes Ranch Park Lease Agreement, Resolution #12-15
- B. Discussion and Direction Regarding Norris Road Veterans Building Lease
- C. Discussion and Direction Regarding Spray Park Usage
- D. Discussion and Direction Regarding Chevron North Meadows Assessments
- E. Discussion and Direction Regarding NOR Park Maintenance District
- F. Discussion and Direction Regarding Rosedale Park
- G. Discussion and Direction Regarding Annexation of Austin Creek Park

8. STAFF REPORTS

- A. General Manager Report
- B. Marketing Report
- C. Capital Improvement Projects
- D. Financial Report
- E. Personnel Report
- F. Recreation and Parks Program Reports
- G. Training Report

9. CORRESPONDENCE

10. BOARD MEMBER COMMENTS

Opportunity for the Board to comment on items not listed on the agenda

11. EXECUTIVE SESSION

Request for Executive Session Regarding Claim in the Matter of Kern High School District vs. North of the River Recreation and Park District – Government Code 54956.9

12. ADJOURNMENT

Adjourn to the next Regular Meeting of the Board of Directors of North of the River Recreation and Park District scheduled on May 18, 2015



North of the River
recreation and park district

**NORTH OF THE RIVER RECREATION AND PARK DISTRICT
BOARD OF DIRECTORS' REGULAR MEETING
405 GALAXY AVENUE, BAKERSFIELD, CALIFORNIA 93308
MONDAY, APRIL 20, 2015, 5:30 P.M.**

SUMMARY OF PROCEEDINGS

1. **CALL TO ORDER:** BOARD MEETING CONVENED BY CHAIRPERSON STEVE RUETTGERS AT 5:30 P.M.

2. **ROLL CALL:**

BOARD MEMBERS PRESENT
STEVE RUETTGERS; BOBBIE ROBERSON; JIM ECKROTH;
DANA MARTIN

BOARD MEMBERS ABSENT
STUART PATTESON

STAFF PRESENT
ELAINE BUSH; THERRON DIECKMANN; ESTHER GRIJALVA;
MONYA JAMESON; DAVID MCARTHUR; LISA PLANK;
STEPH SANDERS; JOE WEST

LEGAL COUNSEL
PAT OSBORN

PUBLIC PRESENT
REBECCA DELATOREE; COREY GROVES; BARB MORTON; DENNIS
NATE; BOB SNODDY; CORINA VILLALI

3. **FLAG SALUTE:** CHAIRPERSON STEVE RUETTGERS LED THE FLAG SALUTE.

4. **PUBLIC COMMENTS**

The North of the River Recreation and Park District Board of Directors may take official action only on items included in the posted agenda. Items addressed during the Public Comment section are generally matters not included on the agenda and, therefore, the Board will not take action at this scheduled meeting. Such items, however, may be added to a future meeting's agenda. Members of the public may address the Board on items included on the agenda in the order that the items appear. Speakers are limited to two minutes. Please state your name before making your presentation. Thank you!

DENNIS NATE EXPRESSED CONCERN REGARDING THE DISC GOLF COURSE AT RIVERVIEW PARK; SPECIFICALLY DISCS BEING THROWN ON HIS PROPERTY THAT COULD DISRUPT OR ENDANGER HIS HORSE STABLING BUSINESS.

5. CONSENT AGENDA

A. Secretary Declaration of Posting of Agenda 72 Hours in Advance of Meeting

Declaration by the Clerk of the Board of Directors that the agenda was posted at least 72 hours in advance of meeting. BOARD APPROVED SECRETARY DECLARATION.

Eckroth-Roberson: Ayes: Ruetters; Roberson; Eckroth; Martin.

Noes: None. Absent: Patteson. Motion carried.

B. Approval of Minutes from the Board of Directors Regular Meeting Held March 16, 2014

Request by Clerk of the Board of Directors to approve the minutes from the March 16, 2015 Board Meeting. BOARD APPROVED MINUTES.

Eckroth-Roberson: Ayes: Ruetters; Roberson; Eckroth; Martin.

Noes: None. Absent: Patteson. Motion carried.

C. Receive and File Bills and Invoices

A monthly voucher list of bills submitted for payment during the previous month was provided to Board Members for review, comment and filing. BOARD RECEIVED AND FILED BILLS AND INVOICES.

Eckroth-Roberson: Ayes: Ruetters; Roberson; Eckroth; Martin.

Noes: None. Absent: Patteson. Motion carried.

D. Ratification of Bill Exceeding Policy Limit

Accounts Payable Clerk Tammy Sturtevant requested approval of bill exceeding policy limit related to the lease agreement for RiverLakes Ranch Community Center. BOARD APPROVED BILL EXCEEDING POLICY LIMIT.

Eckroth-Roberson: Ayes: Ruetters; Roberson; Eckroth; Martin.

Noes: None. Absent: Patteson. Motion carried.

E. Approval of Cafeteria Plan Service Agreement, Resolution #10-15

Finance Director Monya Jameson requested Board adoption of Resolution #10-15, approving a service agreement with FlexToday, Inc. (pending legal counsel review) to assist in the administration of the North of the River Recreation and Park District's Cafeteria Plan. BOARD ADOPTED RESOLUTION #10-15 APPROVING THE SERVICE AGREEMENT.

Eckroth-Roberson: Ayes: Ruetters; Roberson; Eckroth; Martin.

Noes: None. Absent: Patteson. Motion carried.

F. Approval to Purchase Insurance for Youth Tackle Football Program, Resolution #13-15

Office Manager Elaine Bush requested Board adoption of Resolution #13-15 approving the purchase of insurance for the Youth Tackle Football Program. BOARD ADOPTED RESOLUTION #13-15 APPROVING THE PURCHASE.

Eckroth-Roberson: Ayes: Ruetters; Roberson; Eckroth; Martin.

Noes: None. Absent: Patteson. Motion carried.

6. PUBLIC HEARING

A. Public Hearing Regarding Unmet Transit Needs, Resolution #11-15

Transportation Supervisor Joe West provided a report noting that there are unmet needs in the form of denied rides, however, those unmet needs cannot be met due to lack of funding. The hearing was then opened by Chairperson Ruettggers. There were no public comments. The hearing was closed. BOARD ADOPTED RESOLUTION #11-15 RESOLVING THAT UNMET TRANSIT NEEDS WERE IDENTIFIED, HOWEVER, ARE NOT REASONABLE TO MEET AND THAT THESE FINDINGS WILL BE FORWARDED TO THE KERN COUNCIL OF GOVERNMENTS.

Roberson-Martin: Ayes: Ruettggers; Roberson; Eckroth; Martin.

Noes: None. Absent: Patteson. Motion carried.

7. BOARD BUSINESS

A. Approval of RiverLakes Ranch Park Lease Agreement, Resolution #12-15

With a site plan in process and development of RiverLakes Ranch Park being at least two to three years in the future, staff requested approval of a two year lease agreement with Night Terror Productions to operate a haunted house and other related seasonal events. Staff responded to Board Member inquiries. AFTER DISCUSSION, THE BOARD OF DIRECTORS ADOPTED RESOLUTION #12-15 AUTHORIZING STAFF TO ENTER INTO A TWO YEAR LEASE AGREEMENT AS APPROVED BY THE GENERAL MANAGER AND LEGAL COUNSEL TO INCLUDE DEAL POINTS PROVIDED AT TONIGHT'S BOARD MEETING.

Eckroth-Roberson: Ayes: Ruettggers; Roberson; Eckroth; Martin.

Noes: None. Absent: Patteson. Motion carried.

B. Discussion and Direction Regarding Norris Road Veterans Building Lease

General Manager David McArthur led discussion as to whether the District should continue a lease agreement with the County of Kern to operate the Norris Road Veterans Building. The District has received some good use of the facility for its programs and offered opportunities to the public to use the facility as well and recommends that NOR continue to operate the facility on a year to year basis only. Staff responded to Board Member inquiries. AFTER DISCUSSION, STAFF WAS GIVEN DIRECTION TO CONTINUE WORKING ON THE LEASE AGREEMENT. AN AGREEMENT WILL BE PRESENTED TO THE BOARD AT THE JUNE BOARD MEETING.

C. Discussion and Direction Regarding Spray Park Usage

With the State mandate to reduce water usage by 35%, NOR is currently assessing summer usage of the District's eight spray parks. Park Planner/Landscape Architect Steph Sanders has conducted a study of the water usage of the District's spray parks, including the various spray types to determine whether NOR would be able to meet or exceed the 35% reduction by reducing times, days, and/or various spray types. Through modifications, staff feels it can provide spray park service to the community and still meet or exceed the mandate. An educational "smart water usage" campaign would be launched

explaining how NOR has reduced its water usage and how others can do the same. AFTER DETAILED DISCUSSION, THE BOARD DIRECTED STAFF TO CONTINUE WITH THEIR PLANNING EFFORTS BUT REDUCE SPRAY PARK WATER USAGE CLOSE TO 50%.

D. Discussion and Direction Regarding Chevron North Meadows Assessments

Park Planner/Landscape Architect Steph Sanders requested Board Member consideration to increase the Chevron North Meadows Maintenance District Assessments to reflect the 1.01% increase to the Consumer Price Index for California to insure adequate reserve funding is available. BOARD GAVE DIRECTION TO MOVE FORWARD WITH STAFF'S RECOMMENDATION. A PUBLIC HEARING WILL BE HELD AT THE MAY 18, 2015 BOARD MEETING.

E. Discussion and Direction Regarding NOR Park Maintenance District

Park Planner/Landscape Architect Steph Sanders requested Board Member consideration to increase the NOR Park Maintenance District Assessments to reflect the 1.01% increase to the Consumer Price Index for California to insure adequate reserve funding is available. THE BOARD OF DIRECTORS GAVE DIRECTION TO MOVE FORWARD WITH STAFF'S RECOMMENDATION. A PUBLIC HEARING WILL BE HELD AT THE MAY 18, 2015 BOARD MEETING.

F. Discussion and Direction Regarding Rosedale Park

General Manager David McArthur gave a brief history of the acquisition and planning of the 20 acre Rosedale Park site. The District has provided several proposed park plans to the surrounding community during meetings, but due to the District's desire to locate features typically found in a community park, plans have been rejected. Staff is willing to conduct community meetings to see where the community stands as it relates to this site. Staff is seeking Board input regarding development of a three to four-acre park site located on the southwest corner of the site and selling the remainder of the property to provide capital funding for other capital projects in the area. Park Planner/Landscape Architect Steph Sanders also requested direction from the Board relating to the continuance of the current agriculture lease agreement at this location for another year. BOARD GAVE DIRECTION TO CONTINUE WITH PLANS FOR THE ROSEDALE PARK SITE. DIRECTION WAS ALSO GIVEN TO PREPARE DOCUMENTS TO CONTINUE THE AGRICULTURE LEASE AGREEMENT FOR ANOTHER YEAR FOR APPROVAL AT A LATER MEETING.

G. Discussion and Direction Regarding Annexation of Austin Creek Park

Park Planner/Landscape Architect Steph Sanders informed Board Members of the receipt of a letter from the City of Bakersfield inquiring as to NOR's interest in annexing Austin Creek Park (as a part of Annexation #639) into the City. Staff recommends annexing Austin Creek park into the City. Board directed staff to proceed with the annexation process for Board approval at a later date.

8. STAFF REPORTS

A. General Manager Report

B. Marketing Report

Marketing Director Lisa Plank updated Board Members regarding the District's 60th Anniversary Celebration.

C. Capital Improvement Projects

Park Planner/Landscape Architect Steph Sanders updated Board Members regarding the Stockdale/Heath Road park site.

D. Financial Report

Finance Director Monya Jameson updated Board Members regarding the FY 2015-2016 budget process with General Manager Budget Hearings scheduled for Tuesday, April 21st and Wednesday, April 22nd.

E. Personnel Report

Human Resources Director Esther Grijalva stated the HR division is busy recruiting and hiring staff in support of all other divisions.

F. Recreation and Parks Program Reports

Parks and Recreation Director Therron Dieckmann informed Board Members that aquatics staff have been busy preparing and training for the upcoming summer programs, as are all other programs, and school swim teams will be winding up their practices at NOR pools within the next two weeks.

Mr. Dieckmann also informed Members that over 90% of the Capital Maintenance Projects have been completed with the remainder slated for completion by the end of the fiscal year.

REPORTS RECEIVED AND FILED

9. CORRESPONDENCE

- Notice of Public Hearing from LAFCo related to the LAFCo Budget
- LAFCo Ballot For Special District Representative on LAFCo
- Letter from CAPRI – District Visit Assessment

10. BOARD MEMBER COMMENTS

Opportunity for the Board to comment on items not listed on the agenda

THERE WERE NO BOARD MEMBER COMMENTS

11. EXECUTIVE SESSION CONVENED AT 6:46 P.M.

A. Request for Executive Session Regarding Claim in the Matter of Kern High School District vs. North of the River Recreation and Park District – Government Code 54956.9

Reconvened from Executive Session to Board Business at 6:50 p.m. in the Matter of Kern High School District vs. North Of The River Recreation and Park District – Government Code 54956.9

BOARD VOTED UNANIMOUSLY TO REJECT THE CLAIM.

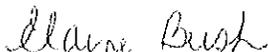
12. ADJOURNMENT

The meeting was adjourned at 6:51 p.m. to the next Regular Meeting of the Board of Directors of North of the River Recreation and Park District scheduled on May 18, 2015.

Minutes to be approved at Board
Meeting held on May 18, 2015



David McArthur, General Manager



Elaine Bush, Clerk of the Board



Steve Ruettgers, Chairperson

THE BOARD OF DIRECTORS

OF THE

NORTH OF THE RIVER RECREATION AND PARK DISTRICT

IN THE MATTER OF:

PUBLIC HEARING FOR SENIOR AND
DISABLED UNMET TRANSIT NEEDS

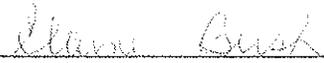
I, Elaine Bush, Clerk of the Board of Directors of the North of the River Recreation and Park District, of the County of Kern, State of California, do hereby certify that the following resolution proposed by Director Roberson and seconded by Director Martin was duly passed and adopted by said Board of Directors at an official meeting thereof this 20th day of April 2015 by the following vote to wit:

AYES: Ruettgers, Roberson, Eckroth, Martin

NOES: None

ABSENT: Patteson

ABSTAIN: None



Clerk of the Board of Directors of the
North of the River Recreation and
Park District

RESOLUTION #11-15

WHEREAS, the Kern Council of Governments is required to identify Transit Needs and adopt a finding that there are no Unmet Transit Needs that are reasonable to meet prior to approving the allocation of Transportation Development Act funds for any purpose not directly related to public and specialized transportation services or facilities for the exclusive use of pedestrians and bicycles; and

WHEREAS, the Kern Council of Governments has requested that the Consolidated Transportation Services Agency (CTSA) hold a public hearing for the purpose of receiving testimony regarding Unmet Transit Needs within the Bakersfield metropolitan area; and

WHEREAS, the CTSA has accepted the responsibility to hold a public hearing for the purpose of receiving testimony regarding Unmet Transit Needs within the Bakersfield metropolitan area; and

WHEREAS, the CTSA held a public hearing on April 20, 2015 to receive public testimony regarding Unmet Transit Needs within the Bakersfield metropolitan area.

NOW, THEREFORE, BE IT RESOLVED that unmet transit needs were identified at the public hearing and that the Board of Directors of North of the River Recreation and Park District as the designated Consolidated Transportation Services Agency finds that the unmet needs are not reasonable to meet.

BE IT ALSO RESOLVED that the Board of Directors of North of the River Recreation and Park District forward its findings and testimony received at the April 20, 2015, public hearing regarding Unmet Transit Needs within the Bakersfield metropolitan areas to Kern Council of Governments.

TRANSIT OPERATOR COMPLIANCE CERTIFICATE

CHP 339 (Rev. 9-09) OPI 062

TRANSIT OPERATOR NAME

NORTH BAKERSFIELD RECREATION & PARK DISTRICT

ADDRESS

405 GALAXY AVE,

CITY

BAKERSFIELD

ZIP CODE

COUNTY

KERN

TELEPHONE NUMBER

661-392-2035

This is to certify that the above named transit operator was inspected on this date and found to be in compliance with California Vehicle Code Section 1808.1, regarding participation in the Department of Motor Vehicles Pull Notice Program, and with Section 12804.6, regarding transit bus operator certificates.

ISSUED BY

I.D. NUMBER

DATE

MIKE REED

A9023

03/18/2015

Destroy Previous Editions

Chp339_0809.pdf

TRANSIT OPERATOR COMPLIANCE CERTIFICATE

CHP 339 (Rev. 9-09) OPI 062

TRANSIT OPERATOR NAME

NORTH BAKERSFIELD RECREATION & PARK DISTRICT

ADDRESS

405 GALAXY AVE,

CITY

BAKERSFIELD

ZIP CODE

COUNTY

KERN

TELEPHONE NUMBER

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CHP 339 (Rev. 9-09) OPI 062

TRANSIT OPERATOR NAME

NORTH BAKERSFIELD RECREATION & PARK DISTRICT

ADDRESS

405 GALAXY AVE,

CITY

BAKERSFIELD

ZIP CODE

COUNTY

KERN

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ISSUED BY

I.D. NUMBER

DATE

MIKE REED

A9023

03/18/2015

Destroy Previous Editions

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**SAFETY COMPLIANCE REPORT/
TERMINAL RECORD UPDATE**

CHP 343 (Rev 6-10) OPI 062

NEW TERMINAL INFORMATION

Yes No

CA NUMBER

142714

FILE CODE NUMBER

184874

COUNTY CODE

15

BED

TERMINAL TYPE

Truck Bus

CODE

B

OTHER PROGRAM(S)

LOCATION CODE

420

SUBAREA

01

TERMINAL NAME

NORTH BAKERSFIELD RECREATION & PARK DISTRICT

TELEPHONE NUMBER (W/ AREA CODE)

661-392-2035

TERMINAL STREET ADDRESS (NUMBER, STREET, CITY, ZIP CODE)

405 GALAXY AVE, BAKERSFIELD 93308

MAILING ADDRESS (NUMBER, STREET, CITY, STATE, ZIP CODE) (IF DIFFERENT FROM ABOVE)

INSPECTION LOCATION (NUMBER, STREET, CITY OR COUNTY)

LICENSE, FLEET AND TERMINAL INFORMATION

HM LIC NO.	HWT. REG NO	IMS LIC NO.	TRUCKS AND TYPES	TRAILERS AND TYPES	BUSES BY TYPE	DRIVERS	BIT FLEET SIZE
					I- II- 5	10	
EXP. DATE	EXP. DATE	EXP. DATE	REG. CT	HW VEH.	HW CONT	PPB / CSA1	
						<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

CONSOLIDATED TERMINALS

Yes No

FILE CODE NUMBER OF CONSOLIDATED TERMINALS AND DIVISION LOCATIONS BY NUMBER (Use Remarks for Additional FCNS)

EMERGENCY CONTACTS (In Calling Order of Preference)

EMERGENCY CONTACT (NAME)	DAY TELEPHONE NO. (W/ AREA CODE)	NIGHT TELEPHONE NO. (W/ AREA CODE)
JOE WEST	661-392-2035	661-392-2035
EMERGENCY CONTACT (NAME)	DAY TELEPHONE NO. (W/ AREA CODE)	NIGHT TELEPHONE NO. (W/ AREA CODE)

ESTIMATED CALIFORNIA MILEAGE FOR THIS TERMINAL LAST YEAR [2014]

A UNDER 15,000	B 15,001 - 50,000	C 50,001 - 100,000	D 100,001 - 500,000	E 500,001 - 1,000,000	F 1,000,001 - 2,000,000	G 2,000,001 - 5,000,000	H 5,000,001 - 10,000,000	I MORE THAN 10,000,000
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>				

OPERATING AUTHORITIES OR PERMITS

PUC	<input type="checkbox"/> T	<input type="checkbox"/> TCP	MOTOR CARRIER OF PROPERTY PERMIT ACTIVE	IMS FITNESS EVALUATION
		<input type="checkbox"/> PSC	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
USDOT	US DOT NUMBER	<input type="checkbox"/> MC	<input type="checkbox"/> MC	REASON FOR INSPECTION
		<input type="checkbox"/> MX	<input type="checkbox"/> MX	

ANNUAL BUS INSPECTION

INSPECTION FINDINGS	INSPECTION RATINGS: S = Satisfactory U = Unsatisfactory C = Conditional UR = Unrated N/A = Not Applicable																								
REQUIREMENTS	VIOL	MAINTENANCE PROGRAM				DRIVER RECORDS				REG. EQUIPMENT				HAZARDOUS MATERIALS				TERMINAL							
MAINTENANCE PROGRAM	1	1	S	2	S	3	S	4	S	1	S	2	S	3	S	4	S	1	S	2	S	3	S	4	S
DRIVER RECORDS	1	No. 5 Time				No. 10 Time				No. 5 Time				N/A				TOTAL TIME							
DRIVER HOURS		HAZARDOUS MATERIALS												CONTAINERS/TANKS				VEHICLES PLACED OUT-OF-SERVICE							
		<input checked="" type="checkbox"/> No H/M Transported <input type="checkbox"/> No H/M violations noted												No. Time				Vehicles Units							

REMARKS
Distracted Driving Reminder: California Vehicle Code Sections 23123(a), 23123.5, and 23124(a), govern cellular telephone use and texting while driving. Use of hand held cellular telephones and texting while driving is prohibited. Persons under 18 years of age are prohibited from using cellular telephones while driving.

BIT	NON - BIT	FEES DUE	CHP 345	CHP 100D COL.	INSPECTION DATE(S)	TIME IN	TIME OUT
<input type="checkbox"/> I <input type="checkbox"/> R	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/>		3/18/2015		
INSPECTED BY (NAME(S))					ID NUMBER(S)	SUSPENSE DATE	
MIKE REED					11 A9023	<input checked="" type="checkbox"/> Auto <input type="checkbox"/> None	

MOTOR CARRIER CERTIFICATION

I hereby certify that all violations described hereon and recorded on the attached pages (2 through _____), will be corrected in accordance with applicable provisions of the California Vehicle Code and the California Code of Regulations. I understand that I may request a review of an unsatisfactory rating by contacting the Motor Carrier Safety Unit Supervisor at 559-445-6992 within 5 calendar days of the rating.

CURRENT TERMINAL RATING	CARRIER REPRESENTATIVE'S SIGNATURE	DATE
SATISFACTORY		3/18/2015
CARRIER REPRESENTATIVE'S PRINTED NAME	TITLE	DRIVER LICENSE NUMBER STATE
JOE WEST	MANAGER	

Kern Council of Governments
 Transportation Development Act -- "Schedule A"
 LTF STAF FUND ESTIMATE AND APPORTIONMENT FACTORS
 FY 2015/16

Revised: February 12, 2015

Prospective Claimant	POPULATION BASIS 01/01/14	POPULATION RATIO	L.T.F. POPULATION APPORTIONMENT	S.T.A.F. POPULATION APPORTIONMENT	REVENUE BASIS	S.T.A.F. REVENUE APPORTIONMENT	TOTAL APPORTIONMENT
ARVIN	20,037	2.32%	\$874,019.41	\$111,703.62	\$73,250.00	\$3,981.00	\$989,704.03
BAKERSFIELD (1)	360,633	41.76%	\$14,944,364.36	\$2,010,481.18	\$0.00	\$0.00	\$16,954,845.55
CALIFORNIA CITY	13,197	1.53%	\$575,656.74	\$73,571.53	\$35,730.00	\$1,942.00	\$651,170.27
DELANO	52,134	6.04%	\$2,274,099.30	\$290,640.14	\$87,084.00	\$4,733.00	\$2,569,472.45
GOLDEN EMPIRE TRANS (1)	N/A	0.00%	\$0.00	\$0.00	\$5,969,978.00	\$324,448.00	\$324,448.00
MARICOPA	1,169	0.14%	\$50,992.10	\$6,517.02	\$0.00	\$0.00	\$57,509.12
MCFARLAND	12,624	1.46%	\$550,662.32	\$70,377.13	\$0.00	\$0.00	\$621,039.45
RIDGECREST	28,461	3.30%	\$1,241,476.59	\$158,666.30	\$212,817.00	\$11,566.00	\$1,411,708.89
SHAFTER	17,096	1.98%	\$745,732.18	\$95,307.93	\$39,744.00	\$2,160.00	\$843,200.12
TAFT	8,936	1.03%	\$389,790.76	\$49,817.02	\$351,483.00	\$19,102.00	\$456,709.77
TEHACHAPI	13,348	1.55%	\$582,243.40	\$74,413.33	\$4,559.00	\$248.00	\$656,904.73
WASCO	25,793	2.99%	\$1,125,097.70	\$143,792.56	\$26,710.00	\$1,452.00	\$1,270,342.25
KERN CO.-IN (1)	118,899	13.77%	\$4,927,086.48	\$662,846.17	\$0.00	\$0.00	\$5,589,932.65
KERN CO.-OUT	191,319	22.15%	\$8,345,386.98	\$1,066,578.07	\$899,092.00	\$48,863.00	\$9,460,828.05
METRO-BAKERSFIELD CTSA	N/A	N/A	\$1,045,865.83	\$0.00	\$0.00	\$0.00	\$1,045,865.83
PROOF	N/A		\$37,672,474.16	\$4,814,712.00	\$7,700,447.00	\$418,495.00	\$42,905,681.16
TOTALS	863,646	100.00%	\$37,672,474.16	\$4,814,712.00	\$7,700,447.00	\$418,495.00	\$42,905,681.16
KERN COG ADMINISTRATION	N/A	1.00%	\$400,305.11	\$0.00	N/A	\$0.00	\$400,305.11
KERN PEDESTRIAN/BIKEWAY	N/A	2.00%	\$792,604.13	\$0.00	N/A	\$0.00	\$792,604.13
KERN COG PLANNING (2)	N/A	3.00%	\$1,165,128.07	\$0.00	N/A	\$0.00	\$1,165,128.07
ESTIMATED TOTAL	N/A		\$40,030,511.47	\$4,814,712.00	N/A	\$418,495.00	\$45,263,718.47

NOTES:

(1) THE GOLDEN EMPIRE TRANSIT DISTRICT RETAINS CLAIMANT PRIORITY TO THE CITY OF BAKERSFIELD AND KERN-IN FUNDS.
 THE CITY OF BAKERSFIELD AND COUNTY OF KERN SHALL FUND 75.35% AND 24.65% OF GET'S CLAIM, RESPECTIVELY.

(2) PURSUANT TO P.U.C. SECTION 99262, CLAIMANTS MAY DESIGNATE FUNDING FOR CONTRIBUTIONS TO THE REGIONAL PLANNING PROCESS.
 SEE SCHEDULE "B" FOR THE DISTRIBUTION OF THIS AMOUNT BY AREA OF APPORTIONMENT.

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT

SCHEDULE "B"

PLANNING CONTRIBUTIONS BY AREA OF APPORTIONMENT

Fiscal Year 2015-2016

Revised: February 12, 2015

Prospective Claimant	POPULATION BASIS at 01/01/14	POPULATION RATIO	PLANNING CONTRIBUTION
ARVIN	20,037	0.0232	\$27,032
CALIFORNIA CITY	13,197	0.0153	\$17,804
DELANO	52,134	0.0604	\$70,333
GOLDEN EMPIRE TRANSIT	479,532	0.5552	\$646,927
MARICOPA	1,169	0.0014	\$1,577
MCFARLAND	12,624	0.0146	\$17,031
RIDGECREST	28,461	0.033	\$38,396
SHAFTER	17,096	0.0198	\$23,064
TAFT	8,936	0.0103	\$12,055
TEHACHAPI	13,348	0.0155	\$18,008
WASCO	25,793	0.0299	\$34,797
KERN REGIONAL TRANSIT	191,319	0.2215	\$258,105
PROOF TOTALS	- N/A 863,646	- - 100.00%	- -\$1,165,128 \$1,165,128



July 1, 2015

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: XI
FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)
AMENDMENT – TIMELINE

DESCRIPTION:

Upcoming amendment schedule.

DISCUSSION:

Amendments to the Federal Transportation Improvement Program (FTIP) are a normal part of the management and use of the FTIP. The upcoming amendment will include the introduction of new Highway Maintenance projects and new FTA Section 5310 projects. The next amendment schedule is provided below for your reference.

2015 FTIP AMENDMENT	
Public review period begins	Friday, July 3, 2015
TPPC meeting – public hearing	Thursday, July 16, 2015
Public review period ends	Friday, July 17, 2015
Regional approval	Monday, July 20, 2015
State approval	August 2015
Federal approval	September 2015

Action: Information



XII
TTAC

July 1, 2015

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Joseph Stramaglia,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: XII
2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

DESCRIPTION: The 2016 Regional Transportation Improvement Program (2016 RTIP) is a 5-year Program for Projects of Regional Significance and is updated every two years by the California Transportation Commission (CTC). Kern Council of Governments (Kern COG) is expected to submit its regionally approved project requests to the CTC by December 2015 as required by law. This information was reviewed by the Transportation Technical Advisory Committee.

DISCUSSION: The CTC has initiated the statewide 2016 State Transportation Improvement Program (2016 STIP) development process for Projects of Regional Significance. Each regional submittal to the CTC is considered an "RTIP". Once submittals are aggregated and approved by the CTC, it becomes a "STIP". There are 2 major unresolved issues at the state level for this process: 1) it is unknown if the Fund Estimate will offer new programming capacity for regions; and 2) it is unknown if the state will continue to honor the MOU agreement with Inyo, Mono and Kern to deliver projects along the U.S. 395 / SR 14 corridor due to the state's shifting priorities. The CTC is scheduled to present a draft Fund Estimate to Commissioners at their June 25th meeting with a possible action to delay the process beyond August 15. Kern COG staff will revise workshop dates if that happens and continue to focus on three basic areas:

- 1) Obtaining the latest cost estimates for projects ready to advance to construction;
- 2) Monitor the CTC regarding Fund Estimate development; and
- 3) Monitor the CTC regarding the development of the Interregional Transportation Improvement Program which is the "state choice" element of the STIP/RTIP process.

Kern COG staff will continue work started from the past several RTIP cycles including the request for a specific amount of RTIP formula funding to advance and complete the State Route 58 Connector project. Additional needs include our partnership project on State Route 14 to deliver 2 additional segments; segment 1 is programmed for construction but the other 2 segments require continued commitments from the 4 partners: Inyo, Mono and Kern Counties and Caltrans. In this 2014 RTIP cycle, Kern COG staff expects to advance the following projects to construction:

- 1) State Route 58 Centennial Corridor Connector (\$20 million minimum per Kern COG 60/40 agreement);
- 2) State Route 46 widening Segment 4A (considered fully funded using federal earmark); and
- 3) State Route 14 Segments 2 and 3 (Over \$20 million is needed for construction phase of Segment 2).

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

BACKGROUND INFORMATION

Currently, Kern projects in the 2014 STIP include street and highway improvements on State Routes 14, 46, 58, 119 and two local streets in Ridgecrest and Tehachapi. Project status is summarized below:

STATUS OF PROJECTS OF REGIONAL SIGNIFICANCE IN 2014 STIP

RANK	PROJECT DESCRIPTION	PROGRAM PHASE	FY	STATUS
Board / 13	West Ridgecrest Blvd. Recon. & Widen	Construction	13-14	Constructed
Board / 61	Challenger Drive Extension	Construction	13-14	Constructed
Board / 14	SR 14 – Freeman Gulch Widening Phase 1	Pre-Construction	12-15	In Progress
		Construction	16-17	Not Started
Board / 14	SR 14 – Freeman Gulch Widening Phase 2	Pre-Construction	15-17	In Progress
		Construction	- - -	Not Yet Funded
Board / 60	SR 46 – Segment 4A Widening	Pre-Construction	12-13	In Progress
		Construction	16-17	Not Yet Started
5 / Board	SR 119 – Truck Climbing Lanes	Pre-Construction	12-15	In Progress
		Construction	15-16	Not Yet Started
Board	SR 58 Centennial Corridor	Pre-construction	12-15	In Progress
		Construction	17-18	Not Yet Started

Funding Shortfalls - Several projects have not advanced since 1998 because the state has fallen short in expected formula revenue streams. There are several projects in the Kern region were advanced to the environmental review phase in 1998 to create a new shelf of projects. Several of these projects were subsequently shelved because of revenue shortfall exceeding \$300 million in subsequent cycles. These projects include:

- ◆ State Route 184 Weedpatch Highway Widening – Shelved
- ◆ State Route 58 Dennison Road Interchange – Shelved
- ◆ State Route 46 Widening through Wasco – Shelved
- ◆ US 395 Widening through Ridgecrest – Shelved

Regional Adoption of 2014 Regional Transportation Improvement Program

On November 21, 2013, the KCOG Board of Directors approved its 2014 RTIP Program of Projects. The CTC Fund Estimate share for this cycle was proposed at \$ 32,269,000. Kern’s response was a request of in new programming totaling \$58.9 million in order to advance one project of regional significance in Kern County and one partnership project of regional significance in Inyo County. The KCOG staff recommendation included 1) \$49,000,000 of new RTIP funding for SR 58 Centennial Corridor with the remaining capacity going towards the partnership project Olancho Cartago Widening in Inyo County. Several other projects ready to advance in Kern County were not funded and subsequently delayed. The Kern region approved and requested \$49 million for SR 58 Centennial Corridor as part of the 2014 RTIP submittal but the Commission was only able to program \$29 million.

2016 RTIP TIMELINE

A "Save the Dates" memo was circulated in late March to announce the dates for three (3) scheduled Kern COG 2016 RTIP Workshops. In April, KCOG staff will work with project managers to update cost estimates for currently programmed projects. The expanded time-line below includes KCOG and CTC benchmark actions leading to state approval of the 2016 STIP by April 2016.

April / May 2015	KCOG: TTAC/TPPC – RTIP process overview, project status and cost estimates CTC: Fund Estimate Assumptions Adoption
June 2015	KCOG: TTAC/TPPC – Fund needs for current projects and Draft Fund Estimate CTC: Develop Draft Fund Estimate
July 2015	KCOG: Conduct first 2016 RTIP Workshop KCOG: Develop 2016 RTIP Program of Projects
August 2015	KCOG: Conduct second RTIP Workshop CTC: Staff Recommendation for Fund Estimate CTC: Fund Estimate Adoption CTC: Adopt 2016 STIP Guidelines
September 2015	KCOG: Conduct third RTIP Workshop KCOG: TTAC/TPPC – Circulate Admin. Draft 2016 RTIP Program of Projects
October 2015	KCOG: TTAC/TPPC – Circulate Draft 2016 RTIP Program of Projects
November 2015	KCOG: TTAC/TPPC - Request Approval of Final 2016 RTIP Program of Projects
December 2015	KCOG: Submit 2016 RTIP to CTC and Caltrans
February 2016	CTC: Conduct Public Hearings for Draft 2016 STIP
March 2016	CTC: Staff recommendation for 2016 STIP
April 2016	CTC: 2016 STIP Adoption

KCOG Project Selection Policy

In 1998, KCOG circulated a call for projects to the Cities and County of Kern and ranked 66 Projects of Regional Significance. This action was in response to the enactment of SB 45 which shifted 75% of formula highway revenue to regional control and 25% to state control. The KCOG RTIP Policy focused on regional equity inside and outside of the Metropolitan Bakersfield area and project readiness. The equity policy designates that 60% of State Transportation Improvement Program funds be available for projects inside Metropolitan Bakersfield Boundary (as modified by the policy). The remaining 40% of the State Transportation Improvement Program funding was for projects outside the Metropolitan Bakersfield boundary. The policy notes that funds can be flexible (moved inside and outside the designated boundary from year to year) as long as the "60/40" balance is maintained over the long-term. MOU programming is not part of the 60/40 assessment. Several of the other policy considerations are listed below.

- ◆ Once KCOG has committed to a project in the Regional Transportation Plan and Regional Transportation Improvement Program, it is KCOG's policy to continue advancing the project that has completed one phase to the next phase when funding is available;
- ◆ Once KCOG has committed to a project in the Regional Transportation Plan and Regional Transportation Improvement Plan, it is KCOG's policy to keep a project or phase of a project whole, when possible;
- ◆ KCOG leverages outside project dollars through partnerships with Caltrans (IIP), other Regions, Local contributions, regional commitments from other Counties, demonstration funds, or state bond funds;
- ◆ KCOG supports the equitable distribution of funding through the management of the Metro/Rural 60/40 programming split of State Transportation Improvement Program funding; and
- ◆ KCOG uses a ranked list of candidate Regional Transportation Improvement Program projects approved by the KCOG Board of Director's in addition to other Board Actions to manage overall project priorities.

These policy considerations are taken into account by KCOG staff when developing the RTIP Program of Projects. The RTIP process is a continuum of project development from cycle to cycle because of the extensive cost, time and effort required to advance environmental review, design, rights-of-way, and construction phases. This region's successfully delivered projects of regional significance have taken well over a decade to deliver from environmental review all the way through to construction.

Revenue Partnerships – Since 1998, the KCOG Board has partnered with Caltrans, Inyo County and Mono County as a way to leverage state highway funding along interregional focus routes 14, 46 and 58. The KCOG Board of Directors entered into Memorandums of Understanding (MOU) with Caltrans and the Counties of Inyo and Mono in order to combine Kern's regional choice funding with State choice dollars to deliver projects along the State Route 14 / US 395 Corridor up into the Counties of Inyo and Mono.

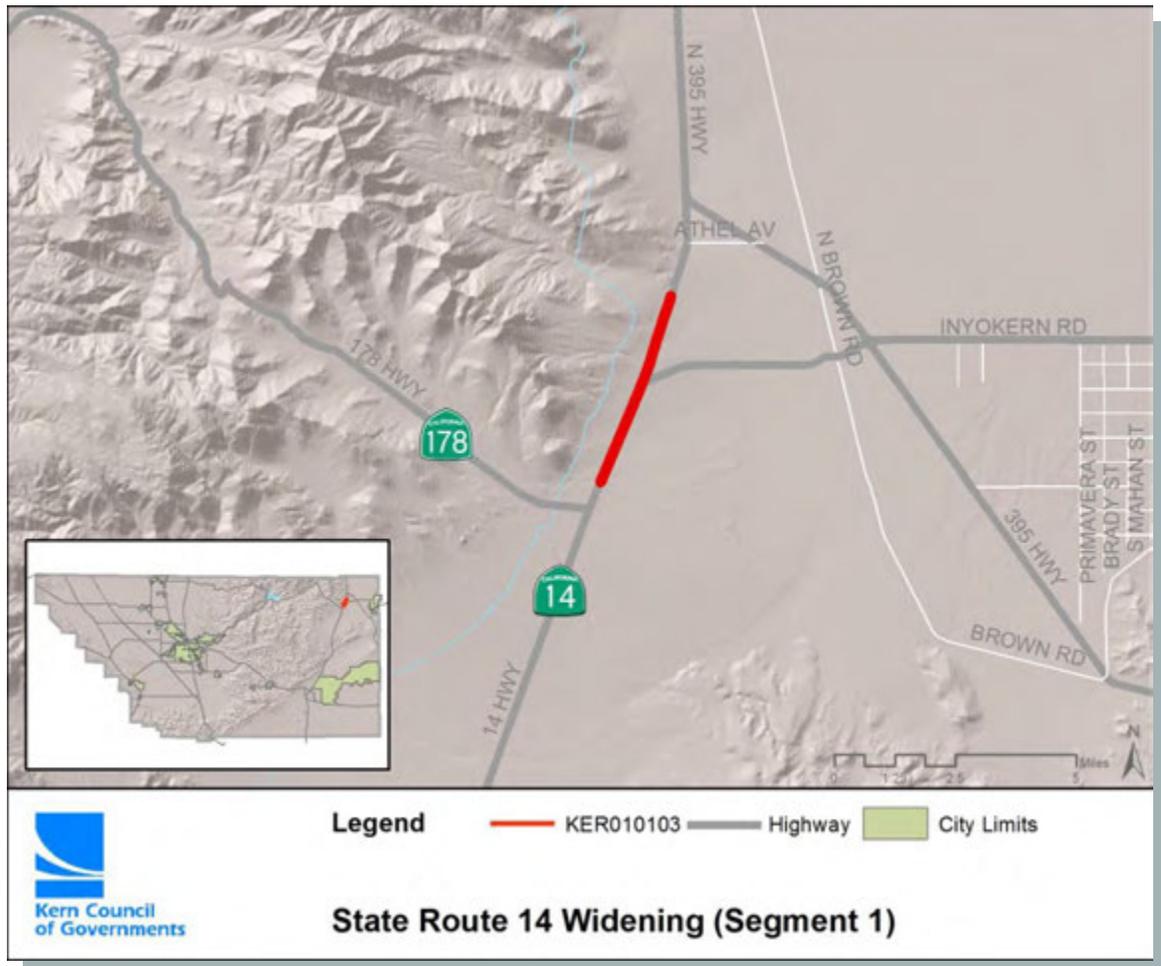
The 1998 MOU committed the KCOG Board to assist with an Inyo County project, the Olancha Cartago widening project and a project in Mono County once it's selected. As part of the 1998 MOU, Caltrans delivered the State Route 14 Mojave Widening project in Kern. The next KCOG project benefitting from this collaboration is the State Route 14 Freeman Gulch Widening project. Updates to the 3-County MOU with Inyo County, Mono County and Caltrans will be presented as a separate report as needed.

Action: Information.

- Attachment A – Project Status of Programmed STIP Projects ready to Advance
- Attachment B – 2014 STIP as approved by California Transportation Commission
- Attachment C – Graphic
- Attachment D – Statewide Investments
- Attachment E – 3-County MOU (as it currently stands)
- Attachment F – KCOG "Save the Dates" Memo – 2016 RTIP Workshops

State Route 14 – Freeman Gulch Widening Segment 1

<p>Project Description and Location: Segment 1 is ready for construction. The project starts 1 mile south of State Route 178 East to 1.7 miles north of State Route 178 East for a total of 2.7 miles. The project will widen the divided highway from 2 to 4 lanes.</p>						
<p>Purpose and Need: The project constitutes the principal access into the Inyo and Mono County recreation areas. The project will relieve congestion, separate oncoming traffic with a divided median, and break up traffic queues by providing major passing opportunities. This project is the first of three segments that will close the final 2-lane "gap" on Route 14 between Mojave and the junction with Route 395. Route 14 is an Interregional High Emphasis Focus Route.</p>						
<p>Project Status: Project design is currently in progress with some preliminary rights-of-way work as well.</p>						
<p>Current Revenue Needs: This MOU project is programmed with Inyo 10% RIP, Mono 10% RIP, Kern 40% RIP and Caltrans 40% IIP. This project is considered to be fully funded.</p>						
Current STIP Programming (\$ X 1,000)						
RTIP Cycle	Phase	FY	STIP	ITIP	Other	Total
	Environmental					
2008 RTIP	Engineering	12-13	\$1,000	\$1,000	\$500	\$2,500
2008 RTIP	Rights-of-Way	14-15	\$4,520	\$4,520	\$2,260	\$11,300
2012 RTIP	Construction	16-17	\$12,435	\$12,435	\$6,218	\$31,088
	Total		\$17,955	\$17,955	\$8,978	\$44,888



State Route 14 – Freeman Gulch Widening Segment 2

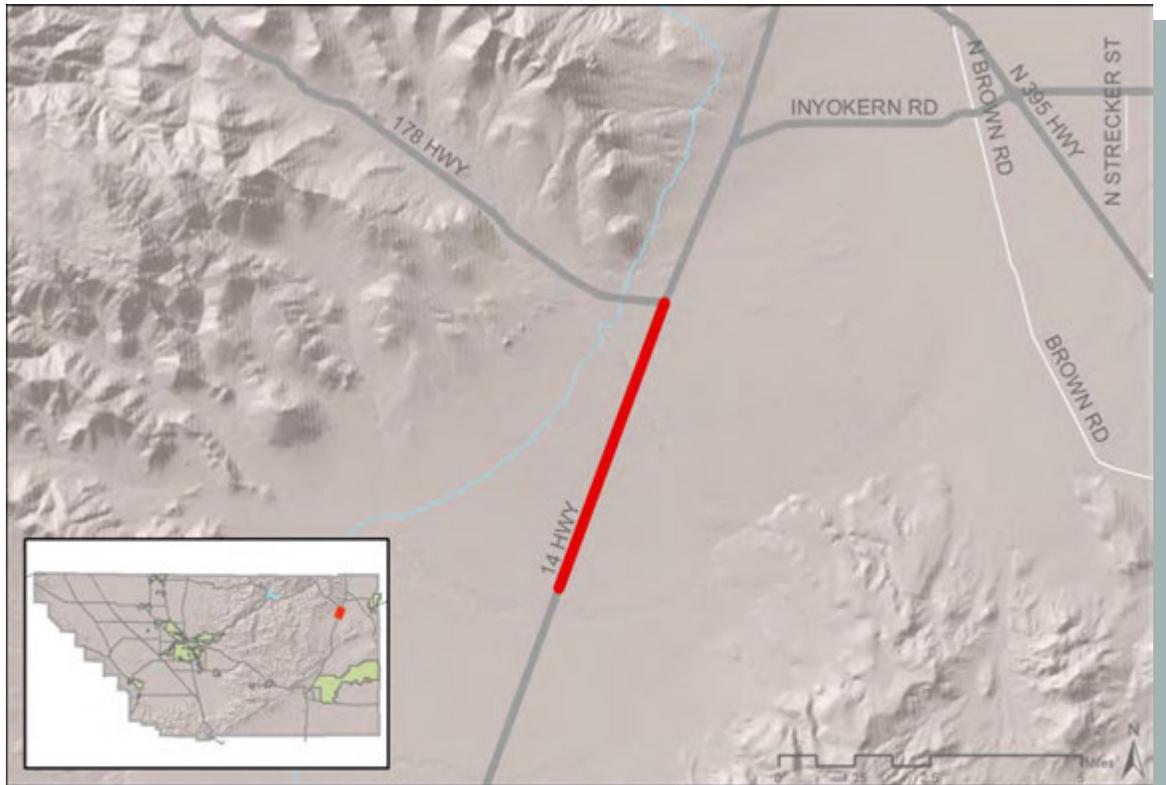
Project Location and Description: This project is the second of the three segments. The project is located from 4.8 miles south of Route 178 west to 0.5 mile north of Route 178 west to convert from a 2-lane conventional highway to a 4-lane expressway.

Purpose and Need: The project constitutes the principal access into the Inyo and Mono County recreation areas. The project will relieve congestion, separate oncoming traffic with a divided median, and break up traffic queues by providing major passing opportunities. This project is the second of three segments that will close the final 2-lane "gap" on Route 14 between Mojave and the junction with Route 395. Route 14 is an Interregional High Emphasis Focus Route.

Project Status: This project is in the design phase. Construction is not yet programmed.

Current Revenue Needs: Segment 2 was programmed for PS&E and RW using RIP from Inyo and Mono Counties only with proposed ITIP revenue. This is considered a "loan" and Kern COG will need to restore its 40% share from a future county share cycle. **Future Cost Estimate: \$42 M.**

Current STIP Programming (\$ X 1,000)						
RTIP Cycle	Phase	FY	STIP	ITIP	Other	Total
	Environmental					
2012 RTIP	Engineering	15-16		\$1,300	\$1,950	\$3,250
2012 RTIP	Rights-of-Way	16-17		\$3,044	\$4,566	\$7,610
	Construction					
	Total			\$4,344	\$6,516	\$10,860





**Kern Council
of Governments**

Legend

KER120105

Highway

City Limits

State Route 14 Widening (Segment 2)

State Route 46 – Widening Segment 4A

Project Location and Description: In and near Lost Hills, from Lost Hills Road to 0.9 mile east of I-5. Widen from 2 to 4 lanes.						
Purpose and Need: The purpose of this project is to improve traffic operations, improve traffic safety, and correct any deficiencies in the existing roadway in order to meet all current design standards for a four-lane conventional highway.						
Project Status: This project currently is completing the design and rights-of-way phases.						
Current Revenue Needs: The construction phase includes several funding sources. STIP funding of \$4,100,000 includes construction capital and support costs. \$22,362,000 is estimated as available for construction capital and \$400,000 in ITIP will be used for remaining design work. There is a need for RIP funding to be state cash in order to match demonstration funding. Revenue estimates below are based on the June 2015 STIP amendment to move “RIP” into 2016-17 for design and construction.						
Current STIP Programming (\$ X 1,000)						
RTIP Cycle	Phase	FY	STIP	ITIP	DEMO	Total
2016	Design	16-17		400		\$400
2016	Construction	16-17	3,500	0	22,362	\$26,462
	Total		\$3,500	400		\$26,862



State Route 58 – Centennial Corridor Connector

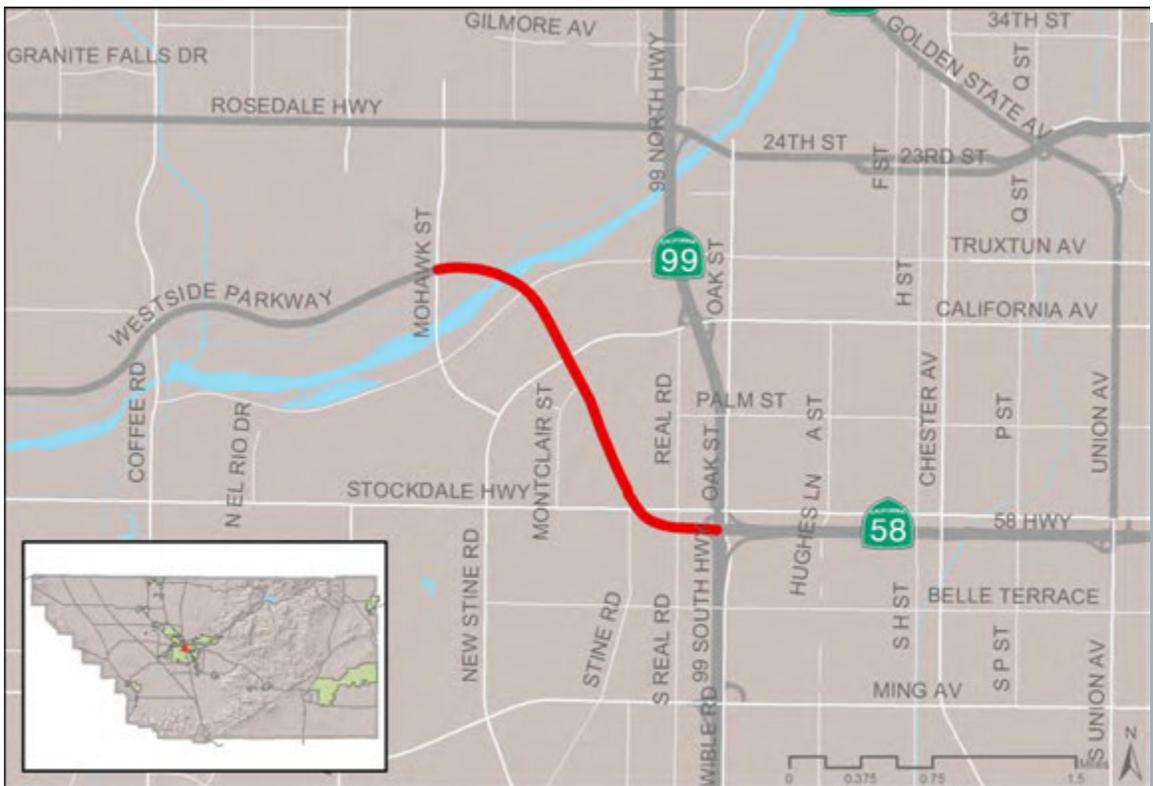
Project Location and Description: This new alignment of State Route (SR) 58 begins at Interstate 5 (PM T31.7) and ends east of Cottonwood Road (PM R55.4) in and near the City of Bakersfield. This project consists of a new freeway alignment from the east terminus of Westside Parkway to SR 99 and operational improvements on the existing SR 58 from SR 99 to east of Cottonwood Road.

Purpose and Need: This project is to construct and ultimately adopt an alignment for SR 58 that will provide interregional and regional conductivity for east-west traffic traveling within metropolitan Bakersfield and Kern County, provide continuity for SR 58 in Kern County, promote economic growth and international/interregional trade by improving linkage between existing segments of the interstate system, reduce commercial and regional commute time through a major freight corridor, improve local east-west circulation and reduce congestion.

Project Status: This project currently is completing the environmental review phase.

Current Revenue Needs: The construction phase includes several funding sources. STIP funding will offset the need for \$173,209,000 in local revenue. \$97,889,932 of the \$271,599,000 is federal earmark.

Current STIP Programming (\$ X 1,000)						
RTIP Cycle	Phase	FY	STIP	ITIP	Other	Total
2014	Construction	17-18	\$33,001		\$271.599	\$304,600
	Total		\$33,001		\$271,599	\$304,600

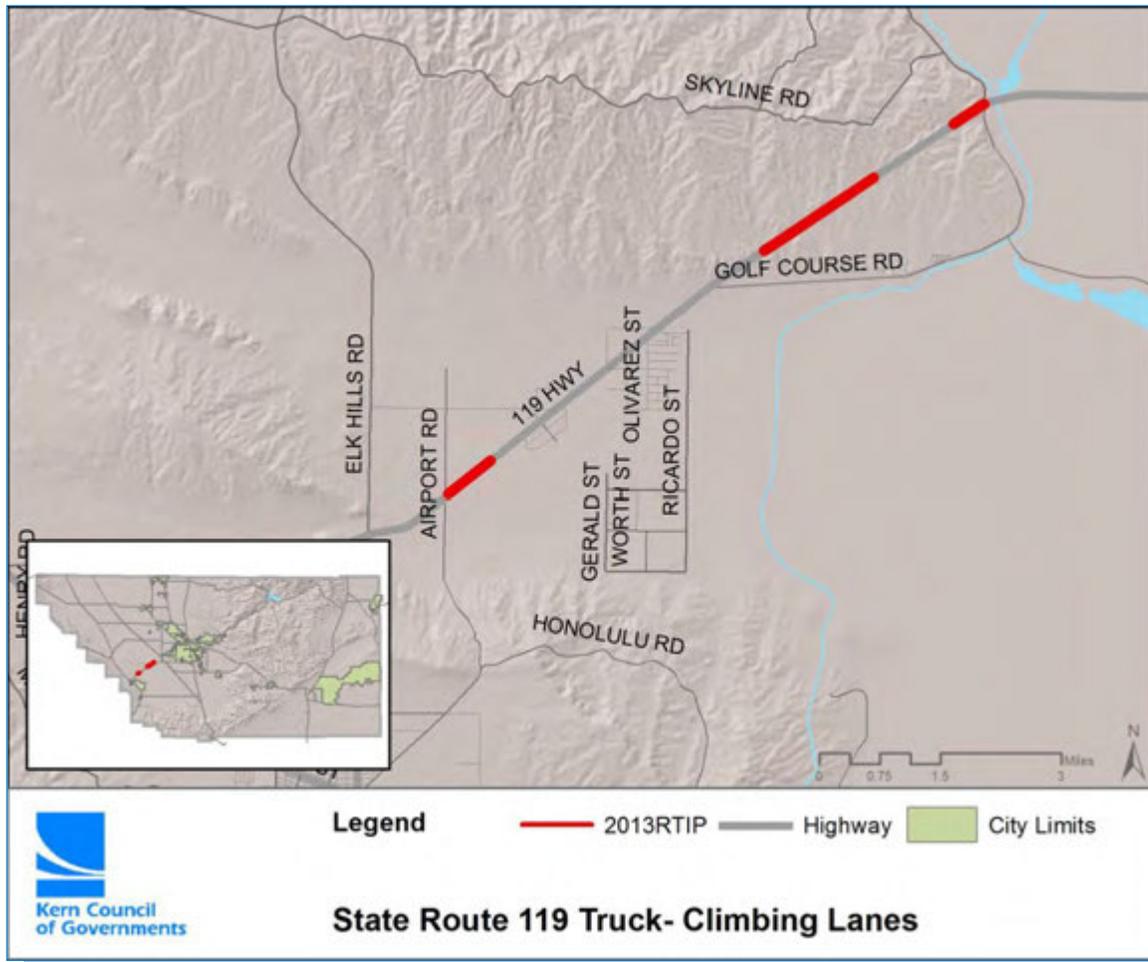


Legend ——— KER050104 ——— Highway [Green Box] City Limits

State Route 58 Centennial Corridor Connector

State Route 119 Truck Climbing Lanes

Project Location and Description: Near Taft, from Cherry Avenue to Tupman Road. Construct eastbound and westbound truck-climbing lanes.						
Purpose and Need: Segments of Route 119 within the project limits are currently operating at a Level of Service (LOS) D and E. Segment 1, from post-mile 5.5 to R9.1, and segment 2, from post-mile R9.1 to R11.6 are currently operating at LOS E.						
Project Status: Project Report in revision to modify project scope from bypass to passing lanes. Design and construction to follow. Rights-of-way to be amended to separate into construction.						
Current Revenue Needs: Initial estimates were considered sufficient. However, additional revenue may be needed for environmental mitigation. A portion of ROW programmed is expected to finance construction. Although not yet delivered this project is expected to start construction this year.						
Current STIP Programming (\$ X 1,000)						
RTIP Cycle	Phase	FY	STIP	ITIP	Other	Total
	Environmental					
	Engineering	12-13	\$400			\$400
2012	Rights-of-Way	14-15	\$5,205			\$5,205
	Construction					
	Total		\$5,605			\$5,605



ATTACHMENT C – Other Significant Transportation Investments in Kern County

Project Description	Program	Year of Construction	Construction Investment	Status
Agency: City of Arvin				
Arvin - SR 223 from Old River Road to Vineland Road - Widen shoulders & install rumble strips	SHOPP	2013-14	\$3,652,000	Completed
Arvin – Bear Mountain Blvd (SR 223) Derby St. – Install traffic signals, railroad crossings, upgrade install new pavement, striping and pavement markers	SHOPP	2016-17	\$965,000	Construction to begin by 2017
Arvin – SR 223/184 construct traffic roundabout	CMAQ	2015-16	\$1,500,000	Construction to begin by 2016
Arvin – Roadway Reconstruction on Varsity Ave. from Comanche Dr. to Campus Dr.	RSTP	2015-16	\$562,698	Construction to begin by 2016

Agency: City of California City				
California City - SR 14 Widen and construct interchange at California City Blvd.	STIP	2005-06	\$62,000,000	Completed
California City - Redwood Blvd./Hacienda Blvd; reconfigure intersection; curb, gutter, raised medians, upgrade signs, striping and pavement markings	HSIP	2013-14	\$411,300	Completed
Boron Area – SR 58 West of Boron Overcrossing to SBDNO County Line – Pavement Rehabilitation	SHOPP	2014-15	\$5,175,000	Construction to begin by 2015
California City - California City Blvd. from Baron Blvd to Wonder Ave. – install safety roadway elements; reflectors, rumble strips, new striping and surface coating	HSIP	2015-16	\$378,700	Construction to begin by 2016
California City – Hacienda Blvd. - Street Rehabilitation	RSTP	2014-15	\$381,698	Construction to begin by 2015
California City – Hacienda Blvd. - Street Reconstruction	RSTP	2015-16	\$317,496	Construction to begin by 2016

Agency: City of Delano				
Delano - SR 155 at Browning Road – Construct Roundabout	SHOPP	2016-17	\$2,962,000	Construction to begin by 2017
Delano - Cecil Ave. / Albany St.; Albany St./15 th Ave.; Albany St./14 th Ave.; Albany St./13 th Ave.; SR 155 (Garces Hwy.)/Austin St.; SR 155/Belmont St.; SR 155/Dover St.; Construct raised crosswalk, bulb-outs, curb ramps; install signs and striping	SRTS	2014-15	\$393,600	Construction to begin by 2015.
Delano – Cecil Ave. at Albany St. upgrade traffic signal and install left-turn phasing	HSIP	2015-16	\$265,600	Construction to begin by 2016
Delano – High St. Resurfacing, Reconstruction and Rehabilitation	RSTP	2015-16	\$678,099	Construction to begin by 2016
Delano – Ellington St. Resurfacing, Reconstruction and Rehabilitation	RSTP	2015-16	\$336,648	Construction to begin by 2016
Delano – Fremont St. Resurfacing, Reconstruction and Rehabilitation	RSTP	2015-16	\$336,241	Construction to begin by 2016

Agency: City of Maricopa				
Maricopa - SR 166 west Of San Emigdio Creek Bridge To Route 166/99 Separation Asphalt Concrete Overlay	SHOPP	2009-10	\$15,900,000	Completed

ATTACHMENT C – Other Significant Transportation Investments in Kern County

Project Description	Program	Year of Construction	Construction Investment	Status
Agency: City of McFarland				
McFarland - SR 99 / 178 Kern Avenue & Sunny Lane Pedestrian Crossings ADA Compliance Upgrades	SHOPP	2015-16	\$12,100,000	Construction to begin by 2015
Near McFarland - SR 99 from Beardsley Canal Bridge To Route 46/99 Separation - Replace Pavement	SHOPP	2010-11	\$88,000,000	Completed
Near McFarland – SR 99 South Of Sherwood Ave to south Of Whisler Road – Construct Rumble Strip	SHOPP	2013-14	\$1,444,000	Completed
McFarland - On Perkins Avenue, Browning Avenue, Kern Avenue, construct sidewalk and curb ramps	SRTS	2012-13	\$286,750	Completed

Agency: City of Ridgecrest				
Ridgecrest - SR 178 from China Lake Blvd To Gemstone Street - Reconstruct Center Median With Raised Center Median	SHOPP	2014-15	\$2,020,000	Under Construction
Near Ridgecrest – SR 178 Red Rock Canyon Bridge #50-0178. Replace bridge	SHOPP	2013-14	\$14,450,000	Completed
Near Ridgecrest - SR 178/395 Sep to Richmond Rd. Asphalt Overlay	SHOPP	2012-13	\$3,265,000	Completed
Johannesburg – U.S. 395 from County line to SR 178 – Pavement Rehabilitation	SHOPP	2014-15	\$8,400,000	Construction to begin by 2015
Ridgecrest - China Lake Blvd/Upjohn Ave; China Lake Blvd. - install traffic signals and curb ramps	HSIP	2013-14	\$361,000	Construction to begin by 2014.
Ridgecrest - China Lake Blvd/Bowman Rd; install traffic signals; construct curb ramps, curb and gutter	HSIP	2014-15	\$440,000	Construction to begin by 2015.
Ridgecrest - Drummond Ave between Downs St and Inyo St; Widen roadway; improve alignment	HSIP	2015-16	\$293,000	Construction to begin by 2016
Ridgecrest - Seven (7) intersections); upgrade traffic signals	HSIP	2014-15	\$426,000	Construction to begin by 2015
Ridgecrest - Twelve (12) intersection (on Norma St, Downs St, Richmond Rd); install signs and pavement markings	HSIP	2014-15	\$528,000	Construction to begin by 2015
Ridgecrest - at various locations; Construct sidewalks, curb ramps, and a bus turnout; install crosswalks, speed feedback signs, and bike lane signs and pavement markings	SRTS	2015-16	\$583,400	Construction to begin by 2016
Ridgecrest – S. China Lake Blvd. Resurfacing	RSTP	2014-15	\$664,744	Construction to begin by 2015

Agency: City of Shafter				
SR 43 in the cities of Shafter and Wasco, at various intersections. Construct pedestrian curb ramps.	SHOPP	2015-16	\$1,206,000	Construction to begin by 2016
SR 43 from 0.3 Mile North Of Los Angeles St To SR 46 - Place Rubberized Hot Mix Asphalt	SHOPP	2010-11	\$13,145,000	Completed
Shafter – Tulare Ave. Resurfacing, Rehabilitation and Reconstruction	RSTP	2014-16	\$482,581	Construction to begin by 2015

ATTACHMENT C – Other Significant Transportation Investments in Kern County

Project Description	Program	Year of Construction	Construction Investment	Status
Agency: City of Taft				
Taft - SR 119 0.2 Miles East Of Weed Creek And 0.3 Miles West Of Lakeview Wash Bridge Widen Shoulders And Overlay	SHOPP	2011-12	\$3,564,000	Completed
Taft - Various locations - Construct curb ramps; install speed feedback signs, in-pavement crosswalk lights, striping and pavement markings	SRTS	2014-15	\$457,400	Construction to begin by 2015
Taft - SR 119 from 119/33 to 119/5 Sep. Br. Maintenance Asphalt Overlay	SHOPP	2012-13	\$1,460,000	Completed
Taft – Church St. Rehabilitation	RSTP	2015-16	\$224,524	Construction to begin by 2016

Agency: City of Tehachapi				
Near Tehachapi, at Sand Canyon Road Bridge No. 50-0345R. Replace bridge	SHOPP	2014-15	\$3,114,000	Construction to begin by 2015
Tehachapi - SR 58 Near Tehachapi At Summit Overhead Replace Bridge Rails and widen intersection	SHOPP	2014/18	\$2,125,000	Construction to begin by 2015
Tehachapi – SR 58 at Cache Creek Bridge – Bridge Replacement	SHOPP	2017-18	\$13,768,000	Construction to begin by 2017
Tehachapi – SR 58 at Broom Road intersection improvements	Minor	2014-15	\$2,914,000	Under Construction
Tehachapi – Tehachapi Blvd. from Steuber Rd. to Monolith St. – install traffic signals, striping, signs, sidewalks, gutters, curbing and ramps and new pavement	HSIP	2016-17	\$1,390,000	Construction to begin by 2017
Golden Hills – On Madre St., Park Rd., Golden Hills Blvd. – construct sidewalks, curb, gutter and ramps	SRTS	2014-15	\$213,000	Construction to begin by 2015
Tehachapi – Tehachapi Blvd. Rehabilitation	RSTP	2015-16	\$355,937	Construction to begin by 2016

Agency: City of Wasco				
Near Wasco - SR 46 at SR 99 Separation Bridge No. 50-0184E. Replace bridge	SHOPP	2015-16	\$21,977,000	Construction to begin by 2016
Wasco and Shafter - SR 43 at various intersections - Construct pedestrian curb ramps	SHOPP	2015-16	\$1,206,000	Construction to begin by 2016
Wasco – 7 th St. Reconstruction	RSTP	2015-16	\$640,928	Construction to begin by 2016

Glossary of Terms:

ATP “Active Transportation Program”

HSIP “Highway Safety Improvement Program”

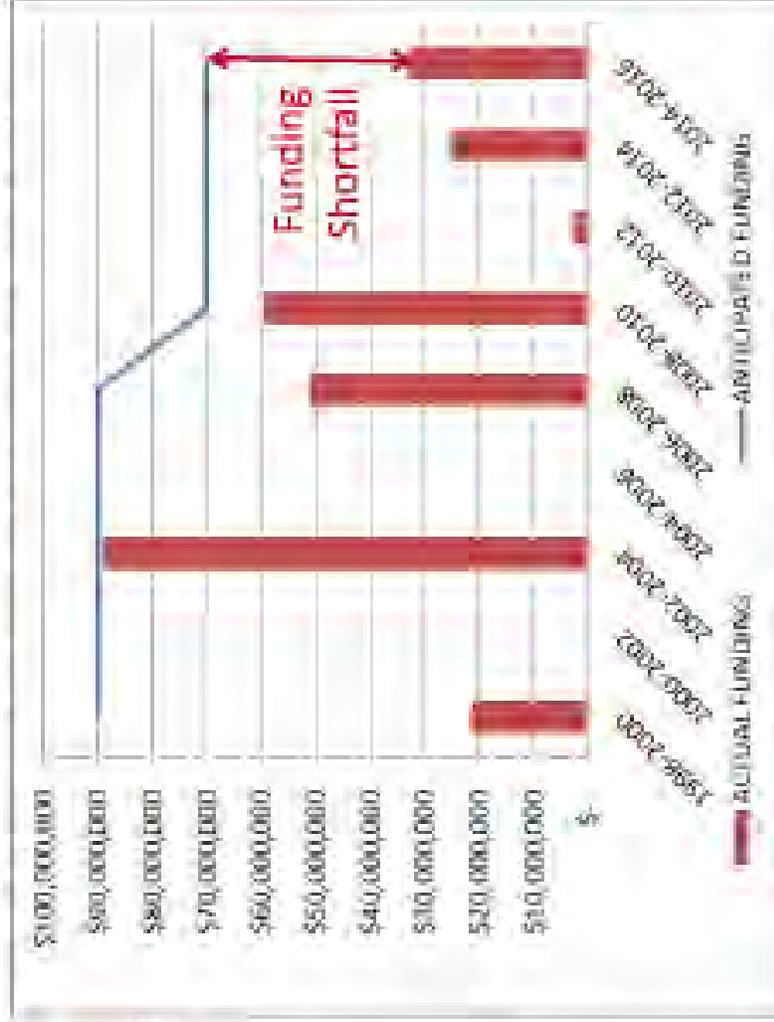
SRTS “Safe Routes to School” Program

SHOPP “State Highway Operations and Protection Program”

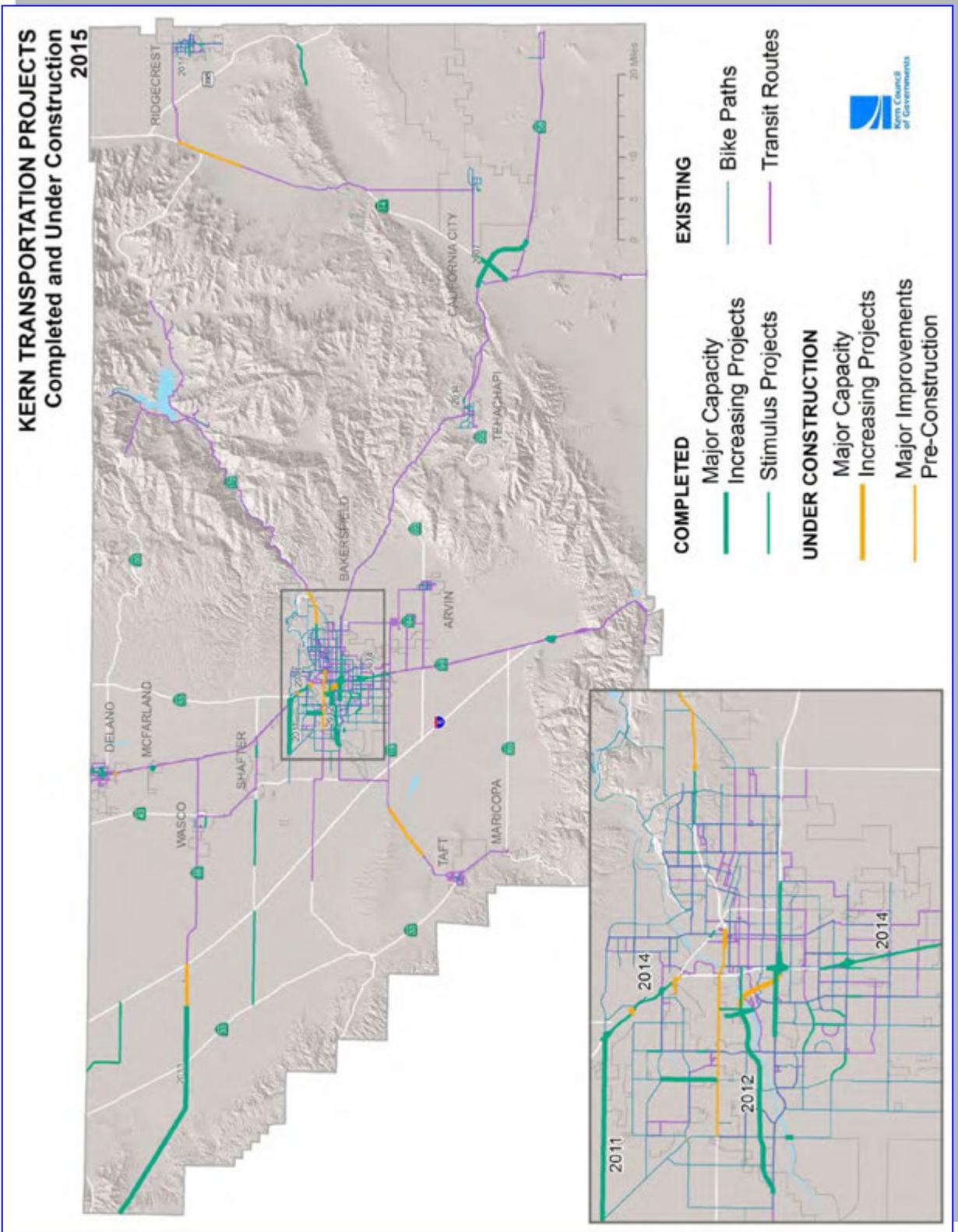
State Transportation Improvement Program for New Road Projects

2-Year Funding Cycles

Kern Regional Transportation Improvement Program (RTIP)



- Kern averages a **\$25 million shortfall per year** because of reduced state and federal funding
- 60% less funding than RTP anticipated in 1998
- \$100+ Million per year need for unfunded new projects



ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 1 OF 11

MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND KERN COUNCIL OF GOVERNMENTS

This Memorandum of Understanding is entered into, by, and between the Inyo County and Mono County Local Transportation Commission (LTC's), and the Kern Council of Governments (Kern COG).

RECITALS

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Government Code Section 29532, and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The Inyo and Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the development of State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395, from the Kern/San Bernardino County line to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR).

As evidence of the cooperation between these three RTPAs, they previously entered into a Memorandum of Understanding in January 1999 and 2001, that provided for the joint funding of certain projects on the CORRIDOR, along with the following other considerations:

1. Forming a coalition consisting of Inyo, Mono, and Kern County RTPAs;
2. Meeting regularly;
3. Developing additional MOUs to define the planning process and the CORRIDOR development plan; and
4. Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR.

The Memorandum of Understandings from January 1999 and 2001 are considered to be updated and merged into one MOU with the approval of this MOU. Since 1999, during coordination meetings between the RTPAs, projects have been identified on the CORRIDOR which they consider to be of mutual benefit and which the three RTPAs wish to jointly fund.

ROLES AND RESPONSIBILITIES

Under this MOU, Inyo, Mono, and Kern County RTPAs agree to pool Regional Improvement Program (RIP) funds (county shares) for the purpose of jointly sponsoring PROJECTS on the CORRIDOR. The RTPAs hereby request the CTC commit Interregional Improvement Program (IIP) funding toward the joint-sponsored PROJECTS.

The RTPAs agree to continue to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed change to project scope, limits, cost and/or schedule must be approved by the California Transportation Commission before becoming effective. The RTPAs agree to not change the scope, limits, cost, and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified below and in Attachment A are complete (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all of the PROJECTS have not been completed or programmed in the 2022 STIP adopted by the CTC. This MOU can only be modified or amended by mutual written consent of all parties. Likewise, future MOUs may be entered into between any or all of the parties notwithstanding this MOU. In the event funding for any of the PROJECTS is not authorized by the CTC, the provisions for funding those PROJECTS contained in this MOU shall become null and void. The 1999 and 2001 MOUs are included for reference purposes as Attachment A.

ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 2 OF 11

MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND KERN COUNCIL OF GOVERNMENTS

PROPOSED PROJECTS AND FUNDING

Proposed PROJECTS selected for joint funding under this MOU include those project components selected since the 2002 STIP that have not been constructed and are as follows:

Widen State Route 14 in Kern County to four lane expressway from P.M. 45.9 to 62.3 – Freeman Gulch project.

- Achieve Project Approval and Environmental Document (completed for all 3 segments).
- Achieve Design Approval (Segment 1 is programmed; Segment 2 programming approved in 2012 STIP; Segment 3 not yet programmed).
- Achieve Construction Approval (Segment 1 construction is programmed; Segments 2 and 3 are not yet programmed).

Widen Highway 395 in Kern County to Four-lane Expressway from P.M. 14.8 to 23 - Inyokern four-lane project.

- Achieve Project Approval and Environmental Document (Status to be determined – project was shelved by KCOG due to lack of funding).

Widen U.S. 395 in Inyo County - Olancha Cartago

A project in Mono County that has yet to be determined and is located on either US 395 or SR 120

Each party recognizes that, while no reciprocal projects are identified in the remaining Counties, the intent is to jointly fund future projects in each County. Attachment BA to this MOU reflects the latest funding needs for the PROJECTS broken out by phase and potential future STIP Cycles to deliver these projects as agreed.

Each party of this MOU agrees to program the remaining phases of these PROJECTS in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during the next STIP cycle if the MOU is terminated. The projects are to be funded as follows:

40% by the County RIP in which the PROJECT is located;

40% by the State IIP; and

10% each by the two remaining County's RIPs.

FREEMAN GULCH PROJECT PROVISIONS

1. Inyo and Mono LTC's agreed to advance funds to the Kern COG by each programming and additional 20% in RIP to the advancement of the Design Phase for this project in the 2012 STIP cycle.
2. As such, Kern COG agrees to reallocate the funds advanced by Inyo and Mono County LTC's in the next available STIP cycle when introducing funding for the Construction Phase of Segment 2 and prior to the introduction of new programming for the Design and Construction Phase of Segment 3.

Inyo, Mono, and Kern County RTPAs have, by separate Resolution or Minute Order authorized their duly appointed officers to execute this agreement.

ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 3 OF 11

MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND KERN COUNCIL OF GOVERNMENTS

Kern Council of Governments

[Signature] DEC 15 2014
Harold W. Hanson, Chairman Date

[Signature] 9-19-15
Phillip W. Hall, Deputy County Counsel Date

[Signature] DEC 15 2014
Ahron Hakimi, Executive Director Date

Inyo County Local Transportation Commission

[Signature]
Robert Kimball, Chairman Date

[Signature] 10/10/13
Dana Crom, Deputy County Counsel Date

[Signature] 10/16/13
Clint Quilter, Executive Director Date

Mono County Local Transportation Commission

[Signature] 11/3/14
Kathleen Cage, Chairperson Date

[Signature] 11/13/14
Marshall Rudolph, County Counsel Date

[Signature] 11/3/14
Scott Burns, Executive Director Date

CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RIP county shares with IIP funds for the purpose of jointly funding the State Highway Projects as specified in this MOU.

[Signature] 11/24/2014
Thomas P. Hallenbeck, District Director Date
Caltrans, District 9 (ACT.16)

[Signature] 12-15-2014
Sharri Bender-Ehlert, District Director Date
Caltrans, District 6

Attachment A

MEMORANDUM OF UNDERSTANDING

BETWEEN

INYO COUNTY LOCAL TRANSPORTATION COMMISSION,
MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND
KERN COUNCIL OF GOVERNMENTS

This Memorandum of Understanding is entered into, by, and between the Inyo County Local Transportation Commission, the Mono County Local Transportation Commission, and the Kern Council of Governments (Kern COG).

RECITALS

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Governments Code Section 29532, and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The RTPAs have been advised that the California Transportation Commission (CTC) is encouraging Regional Transportation Planning Agencies to cooperate in the development of priorities related to the programming of State Transportation Improvement Program (STIP) funds for highway projects. Additional funding is anticipated for programming in the 1998 STIP Amendment.

The Inyo, Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the development of State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395, from Interstate 15 to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR). The RTPAs wish to further consider:

- Forming a coalition consisting of Inyo, Mono and Kern County RTPAs
- Meeting regularly
- Developing additional MOUs to define the planning process and the CORRIDOR development plan
- Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR, to include Highway 120
- At a future date invite San Bernardino RTPA to participate in the coalition and increase the scope to include the development of U.S. 395 from Interstate 15 to the Kern/San Bernardino County line.

ROLES AND RESPONSIBILITIES

Under this MOU, Inyo, Mono and Kern County RTPAs agree to pool Regional Transportation Improvement Program (RTIP) funds (county shares) for the purpose of joint sponsoring PROJECTS on

EXHIBIT 0

Attachment A

the CORRIDOR. The RTPAs hereby request the CTC commit Interregional Transportation Improvement Program (ITIP) funding toward the joint sponsored PROJECTS.

The RTPAs agree to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed changes to project scope, limits, cost and/or schedule must be approved by the California Transportation Commission before becoming effective. The RTPAs agree to not change the project scope, limits, cost and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified below are complete (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all of the PROJECTS have not been completed or programmed in the 2008 STIP adopted by the CTC. This MOU can be modified or amended by mutual written consent of all parties. This MOU does not replace or modify any other preexisting MOU between any or all parties. Likewise, future MOUs may be entered into between any or all of the parties not withstanding this MOU. In the event funding is not authorized by the CTC, this MOU shall become null and void.

PROPOSED PROJECTS AND FUNDING

For the 1998 STIP Amendment the proposed components of PROJECTS for joint funding under this agreement are:

- Widen U.S. 395 in Inyo County to four lane expressway from P.M. 30.8 to 41.6- Olancha/Cartago project. Achieve Project Approval and Environmental Document.
- Widen State Route 14 in Kern County to four lane expressway from P.M. 16.2 to 26.3- North Mojave project. Achieve Project Approval and Environmental Document.
- This MOU also incorporates PROJECT(S) to be identified on U.S. 395 and/or State Route 120 in Mono County. Prior to any PROJECTS identified in this MOU being advanced for Plans Specifications and Engineering, Mono County shall identify its PROJECT(S). PROJECT(S) identified by Mono County shall be amended into this MOU and must be agreed to by both the other parties hereto. Mono County's PROJECT(S) must be identified prior to the adoption of the 2002 STIP or this MOU shall be automatically terminated.

Each party of this MOU agrees to program the remaining phases of these projects in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during the next STIP cycle if the MOU is terminated.

Attachment A

The projects are to be funded as follows:

40% by the County RTIP in which the PROJECT is located.

40% by the State ITIP

10% each by the two remaining County's RTIPs

Inyo, Mono, and Kern County RTPAs have, by separate Resolution or Minute Order, authorized their duly appointed officers to execute this agreement.

Kern Council of Governments

Cathy L. Probst 1-11-99
Cathy Probst Date
Chairman

Kirk Perkins 1/8/99
Kirk Perkins Date
Deputy County Counsel

Ron Brummelt 1/7/99
Ron Brummelt Date
Executive Director

Inyo County Local Transportation Commission

Robert Kimball
Robert Kimball Date
Chairman

Paul Bruce for 1/7/99
Paul Bruce Date
County Counsel

Jeff Jewett 1-7-99
Jeff Jewett Date
Executive Director

Mono County Local Transportation Commission

Joann Ronci 1-7-99
Joann Ronci Date
Chairman

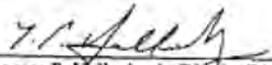
Marshall Rudolph 1/7/99
Marshall Rudolph Date
County Counsel

Scott Burns 1-7-99
Scott Burns Date
Executive Director

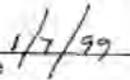
Attachment A

CALTRANS ACKNOWLEDGMENT:

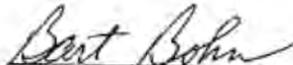
Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RTIP county shares with ITIP funds for the purposes of jointly funding the State Highway Projects as specified in the MOU.



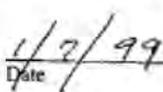
Thomas P. Mallenbeck, District Director
Caltrans, District 09



Date



Bart Bohn, District Director
Caltrans, District 06



Date

Attachment A

**MEMORANDUM OF UNDERSTANDING
BETWEEN
INYO COUNTY LOCAL TRANSPORTATION COMMISSION,
MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND
KERN COUNCIL OF GOVERNMENTS**

This Memorandum of Understanding is entered into, by, and between the Inyo County Local Transportation Commission, the Mono County Local Transportation Commission, and the Kern Council of Governments (Kern COG).

RECITALS

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Government Code Section 29532, and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The Inyo and Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the development of State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395, from the Kern/San Bernardino County line to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR).

As evidence of the cooperation between these three RTPAs, they entered into a Memorandum of Understanding in January, 1999 that provides for the joint funding of certain projects on the CORRIDOR, along with the following other considerations:

- Forming a coalition consisting of Inyo, Mono, and Kern County RTPAs
- Meeting regularly
- Developing additional MOUs to define the planning process and the CORRIDOR development plan
- Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR, to include Highway 120

During meetings between the RTPAs additional projects have been identified on the CORRIDOR which they consider to be of mutual benefit and which the three RTPAs wish to jointly fund.

ROLES AND RESPONSIBILITIES

Under this MOU, Inyo, Mono, and Kern County RTPAs agree to pool Regional Improvement Program (RIP) funds (county shares) for the purpose of joint sponsoring PROJECTS on the CORRIDOR. The RTPAs hereby request the CTC commit Interregional Improvement Program (IIP) funding toward the joint sponsored PROJECTS.

The RTPAs agree to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed change to project scope, limits, cost and/or schedule must be approved by the California Transportation

Attachment A

Commission before becoming effective. The RTPAs agree to not change the scope, limits, cost, and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified below are complete (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all of the PROJECTS have not been completed or programmed in the 2012 STIP adopted by the CTC. This MOU can be modified or amended by mutual written consent of all parties. This MOU does not replace or modify any other preexisting MOU between any or all parties. Likewise, future MOUs may be entered into between any or all of the parties notwithstanding this MOU. In the event funding for any of the PROJECTS is not authorized by the CTC, the provisions for funding those PROJECTS contained in this MOU shall become null and void.

PROPOSED PROJECTS AND FUNDING

For the 2002 STIP the proposed components of PROJECTS for joint funding under this MOU are:

- **Widen State Route 14 in Kern County to four lane expressway from P.M. 45.9 to 62.3 – Freeman Gulch project. Achieve Project Approval and Environmental Document.**
- **Widen Highway 395 in Kern County to four lane expressway from P.M. 14.8 to 23 – Inyokern four-lane project. Achieve Project Approval and Environmental Document.**

Each party recognizes that, while no reciprocal projects are identified in the remaining Counties, the intent is to jointly fund future projects in each County.

Each party of this MOU agrees to program the remaining phases of these PROJECTS in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during the next STIP cycle if the MOU is terminated.

The projects are to be funded as follows:

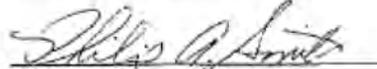
- 40% by the County RIP in which the PROJECT is located
- 40% by the State IIP
- 10% each by the two remaining County's RIPs

Inyo, Mono, and Kern County RTPAs have, by separate Resolution or Minute Order, authorized their duly appointed officers to execute this MOU.

Attachment A

Kern Council of Governments:

Approved as to form:

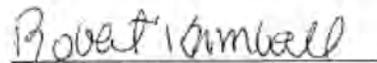

Philip Smith
Chairperson

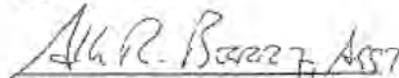

Kirk Perkins
Deputy County Counsel

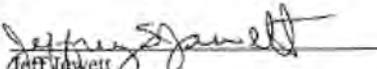

Ronald E. Brummett
Executive Director

Inyo County Local Transportation Commission

Approved as to form:

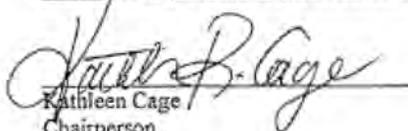

Robert Kimball
Chairman


Pat Bruce
County Counsel


Jeff Wyatt
Executive Director

Mono County Local Transportation Commission

Approved as to form:

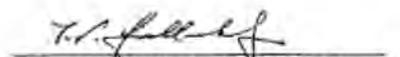

Kathleen Cage
Chairperson


Marshall Rudolph
County Counsel


Scott Burns
Executive Director

CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RIP county shares with IIP funds for the purpose of jointly funding the State Highway Projects as specified in this MOU.


Thomas P. Hallenbeck, District Director
Caltrans, District 9


Mike Leonardo, Acting District Director
Caltrans, District 6

ATTACHMENT B

2013 Memorandum of Understanding Between Inyo County, Mono County and Kern County

MOU Programming Summary - (\$ X 1,000) - BOLD - Programmed Italic - Not Yet Programmed							
	FY	IIP	Inyo	Kern	Mono	Total	Status
(Kern) North Mojave 4-Lane		\$27,403	\$6,851	\$27,403	\$6,851	\$88,508	Constructed
(Inyo) Olancho Cartago		\$49,071	\$49,071	\$12,268	\$12,268	\$122,678	Final Environmental
Environmental	7/8	\$2,749	\$2,749	\$687	\$687	\$6,872	In Progress
Design	12/13	\$2,051	\$2,051	\$513	\$513	\$5,128	Not Started
Rights-of-Way	14/15	\$6,620	\$6,620	\$1,655	\$1,655	\$16,550	Not Started
Construction	17/18	\$37,400	\$37,400	\$9,350	\$9,350	\$93,500	Proposed in 2014 Cycle
(Mono) High Point		\$597	\$150	\$150	\$597	\$1,494	Constructed
Environmental	2/3	\$541	\$135	\$135	\$541	\$1,352	Completed
Design	7/8	\$56	\$15	\$15	\$56	\$142	Completed
Since the remainder of this project was delivered in the state highway maintenance program (SHOPP) - (figures below) another project will be selected for Mono County at a future date, as reflected in the MOU.							
Design	11/12					\$1,770	Completed
Rights-of-Way	11/12					\$288	Completed
Construction	11/12					\$20,100	Completed
(Kern) Inyokern		\$1,240	\$310	\$1,240	\$310	\$3,100	Shelved
Environmental	2/3	\$1,240	\$310	\$1,240	\$310	\$3,100	
This project is currently shelved but still part of the MOU.							
(Kern) Freeman Gulch Env.		\$779	\$195	\$779	\$195	\$1,948	Completed
Environmental	2/3	\$779	\$195	\$779	\$195	\$1,948	
This project was broken into segments to facilitate financing over multiple funding cycles. See segment information below:							
(Kern) Freeman Gulch Seg. 1		\$17,955	\$4,489	\$17,955	\$4,489	\$44,888	In Design
Design	12/13	\$1,000	\$250	\$1,000	\$250	\$2,500	In Progress
Rights-of-Way	14/15	\$4,520	\$1,130	\$4,520	\$1,130	\$11,300	Not Started
Construction	16/17	\$12,435	\$3,109	\$12,435	\$3,109	\$31,088	Not Started
(Kern) Freeman Gulch Seg. 2		\$19,075	\$3,258	\$19,075	\$3,258	\$44,688	In Design
Design	15/16	\$1,800	\$975	\$0	\$975	\$3,250	In Progress
Rights-of-Way	16/17	\$3,044	\$2,283	\$0	\$2,283	\$7,610	Not Started
Construction	Future	\$14,231	\$0	\$19,075	\$0	\$33,806	
(Kern) Freeman Gulch Seg. 3		\$21,726	\$5,419	\$21,726	\$5,419	\$54,290	Not Started
Design	Future	\$1,840	\$460	\$2,840	\$460	\$4,600	Not Programmed
Rights-of-Way	Future	\$510	\$115	\$520	\$115	\$1,250	Not Programmed
Construction	Future	\$19,376	\$4,844	\$19,376	\$4,844	\$48,440	Not Programmed
Total :		\$137,846	\$69,743	\$100,596	\$33,387	\$341,572	
		IIP	Inyo	Kern	Mono		County Total
Inyo		\$49,071	\$49,071	\$12,268	\$12,268		\$122,678
Kern		\$88,178	\$20,522	\$88,178	\$20,522		\$217,400
Mono		\$597	\$150	\$150	\$597		\$1,494
Total By Agency		\$137,846	\$69,743	\$100,596	\$33,387		\$341,572
Agency		Outside County	Received in	County		Total Expended by County	
Inyo	\$		20,672	\$	122,678	\$	89,743
Kern	\$		12,418	\$	217,400	\$	100,596
Mono	\$		32,790	\$	1,494	\$	33,387

Programming indicated above reflects both advanced phases from previous STIP cycles in addition to future needs. Cost estimates are subject to revision.



March 18, 2015

TO: Transportation Technical Advisory Committee
STIP Project Managers
Interested Persons

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

Joseph Stramaglia,
Regional Planner



SUBJECT: **SAVE THE DATES - 2016 RTIP WORKSHOPS**

Please make a note of the following dates regarding 2016 Regional Transportation Improvement Program Workshops. Notifications will be sent out as each Workshop approaches. Meeting "in-person" is preferred but a teleconference number will be provided upon request. The purpose of the workshops will be to advise interested parties on the status of regionally significant projects advancing through the STIP, Fund Estimate capacity proposed by the California Transportation Commission and course of action anticipated by Kern COG staff based on the previous RTIP outcomes, current needs and evolving STIP Guidelines.

Scheduled 2016 RTIP Workshop dates are listed below:

- Wednesday July 22, 2015
- Wednesday August 12, 2015
- Wednesday September 23, 2015
- Location: Kern COG Board Room
- Time: 9:30 AM to 11:00 AM.

Kern Council of Governments

1401 10th Street, Suite 300, Bakersfield, California 93301 (805) 881-2191 Facsimile (805) 324-6215 TTY (805) 832-7433 www.kerncog.org



XIII
TTAC

July 1, 2015

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Ben Raymond, Regional Planner

SUBJECT: TTAC AGENDA ITEM: XIII
REGIONAL GROWTH FORECAST UPDATE

DESCRIPTION:

The Regional Growth Forecast for total countywide population is scheduled to be considered by the Kern COG board in October 2015. The initial draft report will be made available.

DISCUSSION:

Background

The Regional Growth Forecast Defined - The Kern COG regional growth forecast is a long-range projection for countywide total population. The population total is used to develop housing, employment, school enrollment, and income forecasts. The forecast is used for local transportation and air quality planning as well as by the member agencies for a variety of long range planning activities. This forecast revision will serve as the growth assumption for the 2018 Regional Transportation Plan/Sustainable Communities Strategy. The forecast is used as a control target by the modeling committee and RPAC for distribution of socio-economic data throughout the county sub areas. The forecast is based on Census Data and California Department of Finance (DOF) estimates for the base year. If forecast determines future growth to be more than 3% outside of DOF projections, Kern COG will need to provide a detailed explanation why the forecasts differs and work with DOF to agree on the forecast methodology.

Review Requirements – The Kern COG Policy and Procedure Manual states:

“Socio-Economic Forecast Data – Countywide forecasts for households, employment and other socio-economic data shall be updated not less than 3 years from the time of the Socio-economic forecast. A minimum of three years between Countywide forecast revisions is needed to allow responsible state and federal agencies time to complete their review of large environmental documents without major changes to transportation circulation modeling results...”

The Kern COG adopted Public Policy and Procedure manual requires a 30-day advertised notice of public meetings/workshops regarding the regional growth forecast. Additional, extensive opportunities for public comment on the forecast will be provided as part of the 2018 Regional Transportation Plan adoption.

Kern Council of Governments

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

Committee Oversight – The Kern COG Transportation Modeling sub-committee and the Regional Planning Advisory Committee (RPAC) will provide oversight during the growth forecast update. The committees currently meet together and are also responsible for sub-area distribution of the growth forecast following the adoption. The regional growth forecast will be presented to the Transportation Technical Advisory Committee (TTAC) concurrently, and then to the Transportation Planning Policy Committee/Kern COG Board for final adoption.

Initial Draft Regional Growth Forecast Report – The Initial Draft Report will be available at www.kerncog.org/tmp/RegionalGrowthInitialDraft.pdf by June 26th, 2015 for the RPAC and TTAC review. Any initial comments received from the RPAC and TTAC at their July meetings may be incorporated into the public draft scheduled to be available by July 20th.

Revised Growth Forecast Timeline – The following schedule is anticipated for forecast adoption:

- ~~May 6th, 2015 – RPAC growth forecast project status update~~
- ~~June 3rd, 2015 – RPAC review initial data inputs and status update~~
- July 1st, 2015 – TTAC reviews draft report for information and comments
- July 1st, 2015 – RPAC reviews draft report for information and comments
- July 20th, 2015 - 30-day public comment period notification (display adds/flyers/draft report to be available at www.kerncog.org)
- August 5th, 2015 – TTAC reviews draft report for information and comments
- August 5th, 2015 – RPAC reviews draft report for information and comments
- August 20th, 2015 – Televised Public Workshop on Forecast
- August 20th, 2015 – Kern COG Board reviews draft forecast for information and comments
- August 20th, 2015 – Close of 30-day public review period
- September 2nd, 2015 – RPAC reviews report and public comments and makes recommendation to Kern COG board.
- September 30th, 2015 -- TTAC reviews report and public comments and makes recommendation to Kern COG board.
- October 15th, 2015 – Kern COG Board Considers Public Comments, recommendations and considers adoption of the regional growth forecast.

ACTION: Information

July 1, 2015

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKAMI,
EXECUTIVE DIRECTOR

By: Rob Ball, Director of Planning
Ben Raymond, Regional Transportation Planner

SUBJECT: TTAC AGENDA ITEM: XIV
2018 RTP/SCS PROCESS TIMELINE AND REGIONAL GROWTH FORECAST UPDATE

DESCRIPTION:

Status of the 4 year update to the 20+ year Regional Transportation Plan (RTP) development scheduled for adoption in 2018.

DISCUSSION:

Background – The regular 4-year update to the long range plan RTP and Sustainable Community Strategy (SCS) started in 2014. This update is a required step in the transportation planning process to deliver projects in the region. Some of the first steps include revisiting the regional growth forecast assumptions.

Federal regulations (diagramed in figure 1) require the development of a long range plan using the 3-Cs – Cooperative, Comprehensive and Continuous process. As required, upon completion of 2014 RTP, work on the 2018 RTP had already begun.

Figure 1: The Federal Transportation Planning Process

<http://www.planning.dot.gov/documents/briefingbook/bbook.htm>



RTP Timeline - Attachment 1 is a summary timeline of the many tasks involved in the update of the RTP. The timeline is broken into 8 major work areas including – oversight, conformity modeling (air quality), RTP, environmental compliance, transportation improvement program (TIP), outreach, modeling, and planning studies. These activities account for a little more than half of Kern COG annual work program adopted each May.

In addition, the timeline indicates that with the adoption of the 2014 RTP, **local government general plan housing elements are required to be completed by December 2015**, 18 months after the adoption of the 2014 RTP and the concurrent Regional Housing Needs Allocation (RHNA).

ARB Timeline – The Air Resource Board is responsible for reviewing Kern COG’s SCS and Kern’s modeling methodology to determine that if implemented the SCS would meet the Green House Gas (GHG) reductions set by ARB. ARB staff is reviewing the Valley MPO’s SCSs is scheduled to consider the Kern COG 2014 RTP/SCS methodology July 23rd, 2015 in Sacramento <http://www.arb.ca.gov/board/meetings.htm> .

The ARB Board will also consider when and how to update GHG reduction targets. ARB staff released an initial draft staff report discussing the many factors and issues that they will be looking at for updating targets. The following is an initial timeline from this staff report:

- Early 2015 through mid-2015: ARB is using the information provided on the SJV SCSs as consultation to inform new target setting.
- Early 2016: Board action to establish new targets effective for SCS’s approved in 2018.

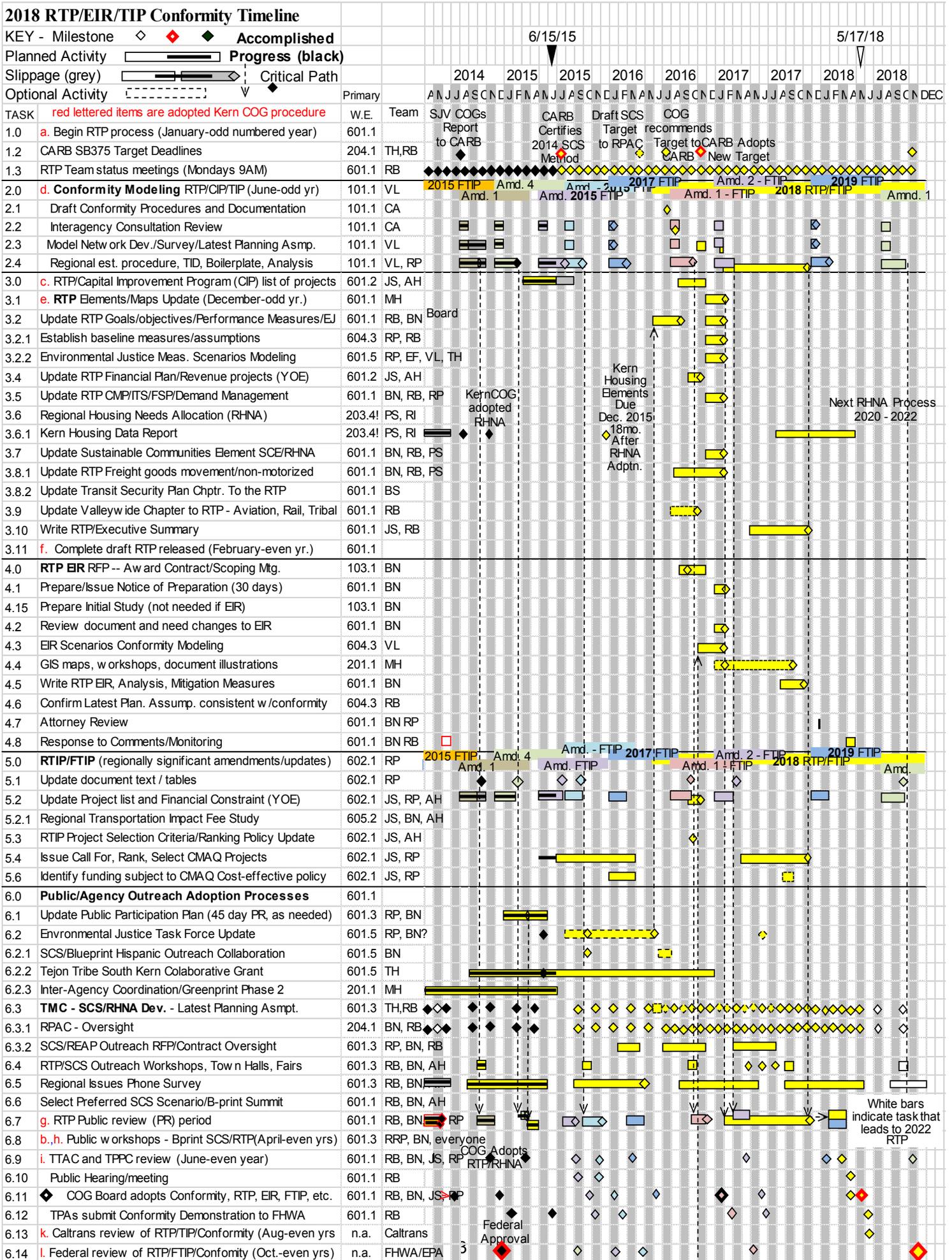
Regional Growth Forecast Update Timeline - The 2014/2015 Regional Growth Forecast Update will forecast population, housing & employment data out to year 2050. The update is underway and a public workshop will be scheduled for this summer and Kern COG Board adoption is scheduled for October 2015.

ACTION: Information

Attachments:

- A. 2014 RTP/EIR/TIP Conformity Timeline – 3/21/11 – from Kern COG

Attachment - A



KERN COUNCIL OF GOVERNMENTS
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE AND
CONGESTION MANAGEMENT AGENCY TECHNICAL ADVISORY COMMITTEE

KERN COG CONFERENCE ROOM
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA

WEDNESDAY
AUGUST 5, 2015
10:00 A.M.

I. ROLL CALL:

- II. PUBLIC COMMENTS:** This portion of the meeting is reserved for persons to address the Committee on any matter not on this agenda but under the jurisdiction of the Committee. Committee members may respond briefly to statements made or questions posed. They may ask a question for clarification; make a referral to staff for factual information or request staff to report back to the Committee at a later meeting. **SPEAKERS ARE LIMITED TO TWO MINUTES. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD PRIOR TO MAKING A PRESENTATION.**

Disabled individuals who need special assistance to attend or participate in a meeting of the Transportation Technical Advisory Committee may request assistance at 1401 19th Street, Suite 300; Bakersfield CA 93301 or by calling (661) 861-2191. Every effort will be made to reasonably accommodate individuals with disabilities by making meeting material available in alternative formats. Requests for assistance should be made at least three (3) working days in advance whenever possible.

III. APPROVAL OF DISCUSSION SUMMARY: Meeting of Wednesday, July 1, 2015

IV. CALL FOR PROJECTS: CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANT PROGRAM SCHEDULE (Snoddy)

Comment: Kern Council of Governments, acting in the capacity of the state-designated Regional Transportation Planning Agency, is alerting eligible agencies regarding Caltrans FY 2015-16 Sustainable Transportation Planning Grants Call for Projects Schedule.

Action: Information.

V. AIR RESOURCES BOARD ACCEPTS KERN'S 2014 SUSTAINABLE COMMUNITY STRATEGY (SCS) (Ball)

Comment: On July 23, 2015 the California Air Resources Board (ARB) unanimously approved acceptance of the Kern COG Sustainable Community Strategy (SCS) and found that the methodology adequately demonstrates that the plan, if implemented, would meet the state greenhouse gas emission reduction targets for passenger vehicle travel.

Action: Information.

VI. DRAFT FEDERAL CONFORMITY ANALYSIS FOR THE 2015 PARTICULATE MATTER 2.5 AIR QUALITY ATTAINMENT PLAN AND FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AMENDMENT NO.12 (Ball)

Comment: The Regional Air Quality Conformity analysis for the San Joaquin Valley Air Pollution Control District (SJVAPCD) Particulate Matter (PM) 2.5 Attainment Plan, and the 2015 FTIP Amendment 12 is scheduled for public review August 5th to September 4th 2015 and will be available online at www.kerncog.org .

Action: Information.

- VII. 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM** (Stramaglia)
Comment: The 2016 Regional Transportation Improvement Program (2016 RTIP) is a 5-year Program for Projects of Regional Significance and is updated every two years by the California Transportation Commission (CTC).
Action: Information.
- VIII. PROJECT ACCOUNTABILITY TEAM REPORT** (Pacheco)
Comment: 100% of RSTP and TE projects have approved funding authorization. 82% of CMAQ projects have approved funding authorization. The remaining CMAQ project and all the transit projects are awaiting funding authorization.
Action: Information.
- IX. FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AMENDMENT NO. 11 – TIMELINE** (Pacheco)
Comment: Upcoming amendment schedule for 2015 FTIP Amendment No. 11.
Action: Information.
- X. KERN COG POLICY AND PROCEDURES MANUAL REVISION – PLANNING POLICIES’ UPDATE** (Phipps)
Comment: The Kern COG Policy and Procedures Manual is the compilation of the practices set forth to govern the agency’s daily operations. Staff has prepared revisions to the policies and procedures governing specific planning activities.
Action: Approve the Kern COG Policy and Procedures Manual revisions.
- XI. TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 PROGRAM OF PROJECTS FOR FISCAL YEAR 2015-2016** (Smith)
Comment: The Kern Council of Governments, acting in the capacity as the state-designated Regional Transportation Planning Authority, administers funding for the Transportation Development Act Article 3 program (Article 3). Article 3 funds are used to pay for bicycle and pedestrian safety programs and bicycle and pedestrian travel facilities. Eligible Article 3 claimants are the eleven incorporated cities within Kern County and the County of Kern.
Action: Recommend approval of the Fiscal Year 2015-2016 Transportation Development Act Article 3 Program of Projects to the Transportation Planning Policy Committee.
- XII. KERN BI-ANNUAL SURVEY OF TRANSPORTATION PROJECTS ON REGIONAL SIGNIFICANT ROUTES IN THE JURISDICTIONS OF BAKERSFIELD, CALTRANS, KERN COUNTY, CALIFORNIA CITY, RIDGECREST AND SHAFTER DUE: MONDAY, AUGUST 24, 2015** (Liu)
Comment: This survey is distributed as needed every 6 months for updates on existing and planned capacity improvements within your agency’s jurisdiction. Failure to provide accurate information using the latest planning assumptions could delay federal funding approvals for transportation projects in the Kern Region. Surveys were emailed directly to the affected agencies on July 22, 2015.
Action: Sign the survey pages you edit and send them back to Kern COG by Monday, August 24, 2015. If you have any questions, please contact Vincent Liu at 661-861-2191 or vliu@kerncog.org.

XIII. REGIONAL GROWTH FORECAST DRAFT REPORT (Raymond)

Comment: The Regional Growth Forecast for total countywide population is scheduled to be considered by the Kern COG board in November 2015. The draft report is scheduled to be available August 2015.

Action: Information.

XIV. MEMBER ITEMS

XV. ADJOURNMENT

September Meeting Dark (September 2).

The next scheduled meeting of the Transportation Technical Advisory Committee will be Wednesday September 30, 2015 (October meeting).

KERN COUNCIL OF GOVERNMENTS
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE AND
CONGESTION MANAGEMENT AGENCY TECHNICAL ADVISORY COMMITTEE

KERN COG CONFERENCE ROOM
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA

WEDNESDAY
JULY 1, 2015
10:00 A.M.

Chairman Schlosser called the meeting to order at approximately 10 a.m. A “sign-in” sheet was provided.

I. ROLL CALL

MEMBERS PRESENT:

Dennis Speer	City of Ridgecrest
Bob Ruiz	City of Arvin
Joe West	NOR/CTSA
Pedro Nunez	City of Delano
Craig Platt	City of California City
Jeremy Bowman	City of Wasco
Jay Schlosser	City of Tehachapi
Teresa Binkley	City of Taft
Bob Neath	Kern County
Emery Rendes	GET
Ted Wright	City of Bakersfield
Alec Kimmel	CALTRANS
Wayne Clausen	City of Shafter
Dennis McNamara	City of McFarland

STAFF:

Peter Smith	Kern COG
Ben Raymond	Kern COG
Rochelle Invina	Kern COG
Joe Stramaglia	Kern COG
Raquel Pacheco	Kern COG
Rob Ball	Kern COG
Bob Snoddy	Kern COG
Tami Jones	Kern COG

OTHER:

- II. **PUBLIC COMMENTS:** This portion of the meeting is reserved for persons to address the Committee on any matter not on this agenda but under the jurisdiction of the Committee. Committee members may respond briefly to statements made or questions posed. They may ask a question for clarification, make a referral to staff for information or request staff to report to the Committee at a later date.

SPEAKERS ARE LIMITED TO TWO MINUTES. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD PRIOR TO MAKING A PRESENTATION

There were no public comments.

- III. **APPROVAL OF DISCUSSION SUMMARY:** Meeting of June 3 , 2015. Mr. Clausen made a motion to recommend approval to the Transportation Planning Policy Committee. Mr. McNamara seconded the motion. Motion carried.

IV. FISCAL YEAR 2009-10 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS CLAIM – CITY OF TAFT FOR \$200,000

Mr. Snoddy noted that Kern COG had changed the format of TDA staff reports. The staff report will now include a copy of the entire TDA claim for the committees review. Mr. Snoddy proposed approving all Taft claims, which included items IV. to IX. in one motion. The committee was in agreement with that suggestion.

Mr. Neath asked if Taft was now up to date on all of their TDA claims. Mr. Snoddy stated that that are not up to date but they are in process of working on 2014-15 and 2015-16. Mr. Snoddy advised that he expects them to be current within the next 1-2 months.

V. FISCAL YEAR 2010-11 TRANSPORTATION DEVELOPMENT ACT (TDA) PUBLIC TRANSIT CLAIM – CITY OF TAFT FOR \$89,750

VI. FISCAL YEAR 2011-12 TRANSPORTATION DEVELOPMENT ACT (TDA) PUBLIC TRANSIT CLAIM – CITY OF TAFT FOR \$100,000

VII. FISCAL YEAR 2010-11 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS CLAIM – CITY OF TAFT FOR \$50,000

VIII. FISCAL YEAR 2011-12 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS CLAIM – CITY OF TAFT FOR \$56,161

IX. FISCAL YEAR 2012-13 TRANSPORTATION DEVELOPMENT ACT (TDA) PUBLIC TRANSIT CLAIM – CITY OF TAFT FOR \$100,000

Mr. Snoddy reported that Kern COG staff has reviewed claims IV-IX and recommends approval to the Transportation Planning Policy Committee.

Mr. Neath made a motion to recommend approval of items IV. to IX. to the Transportation Planning Policy Committee. Mr. Clausen seconded the motion. Motion carried.

X. FISCAL YEAR 2015-16 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS CLAIM – NORTH OF THE RIVER RECREATION AND PARK DISTRICT (CTSA) FOR \$1,045,865

Mr. Snoddy reported that Kern COG staff has reviewed this claim and recommends approval to the Transportation Planning Policy Committee.

Mr. Clausen made a motion to recommend approval to the Transportation Planning Policy Committee. Mr. Neath seconded the motion.

XI. FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)

Ms. Pacheco advised that an amendment had been processed that introduces new highway maintenance projects, minor projects and new FTA Section 5310 projects. The public review period begins on July 3, 2015.

This item was for information only.

XII. 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Stramaglia updated the committee on the status of the 2016 Regional Transportation Improvement Program.

This item was for information only.

XIII. REGIONAL GROWTH FORECAST UPDATE

Mr. Raymond explained that the Regional Growth Forecast is an important aspect of the RTP, he explained that it is responsible for developing the county-wide control totals for population, housing and employment. He noted that it is also used in additional planning documents for Kern COG and member agencies.

Mr. Raymond stated that Kern COG hopes to have the draft report available by July 24th. An email link to the report will be provided via email as soon as it is available. This item will come back to the TTAC for a review of the draft on August 5th.

This item was for information only.

XIV. 2018 RTP/SCS PROCESS TIMELINE AND REGIONAL GROWTH FORECAST UPDATE

Mr. Ball gave an update of the process of the RTP/SCS timeline and Regional Growth Forecast. Mr. Ball expressed the importance of this process so that they can retain access to Federal funding for the region.

Mr. Ball advised that the schedule was attached to the staff report.

This item was for information only.

XV. MEMBER ITEMS

Mr. Smith advised that the Transportation Article 3 Bikes/Peds applications are due to Kern COG by July 15th.

Mr. Smith advised that ATP applications are due on September 15th. Mr. Smith requested volunteers to serve on the ATP application review committee.

Chairman Schlosser, Ted Wright and Bob Neath volunteered to serve on the review committee.

Mr. Smith stated that Council member Smith asked Kern COG to start bicycle counts. Mr. Smith advised that they are in process of receiving bids for that project.

Mr. Ball stated that EAP has made a final ruling of what constitutes waters of the U.S. Mr. Ball advised that the committee might want to review the ruling.

Mr. Ball advised that starting July 1, 2015 the state gas tax has been reduced by 17%. Mr. Ball explained that is one reason that the STIP fund estimate is low.

XVI. ADJOURNMENT

Mr. Schlosser adjourned the meeting at 10:40 AM. Next meeting is scheduled for Wednesday August 5, 2015.



IV. TTAC

August 5, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

BY: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA NUMBER IV.
CALL FOR PROJECTS: CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANT
PROGRAM SCHEDULE

DESCRIPTION:

Kern Council of Governments, acting in the capacity of the state-designated Regional Transportation Planning Agency, is alerting eligible agencies regarding Caltrans FY 2015-16 Sustainable Transportation Planning Grants Call for Projects Schedule.

Grant Program overarching objectives include transportation planning such as:

- Sustainability;
- Preservation;
- Mobility;
- Safety;
- Innovation;
- Economy;
- Health; and
- Equity.

For more project related details, please review the document link to the previous fiscal years' awarded projects:
<http://www.dot.ca.gov/hq/tpp/documents/AwardList.pdf>

DISCUSSION:

The fiscal year 2015-16 Schedule for FY 2016-17 Grant Awards is listed below.

August 17, 2015 – Release Call for Applications
October 30, 2015 at 5:00 p.m. – Application Deadline
November 2015 – District Grant Application Review/Ranking
December/January – HQ Grant Committee Review/Funding Recommendations
February/March – Management Approval of Committee Recommendations
March – Send Preliminary Notifications to All Applicants
April – Send Conditional Award Letters with State Budget Contingency
July 2016 – Grantees May Begin Work, Pending State Budget Approval

More information about each grant's purpose and goal, eligibility, and grant funding can be found in the Office of Regional Planning's grant website: <http://www.dot.ca.gov/hq/tpp/grants.html> . You may also contact Priscilla Martinez-Velez at (916) 651-8196 or Priscilla.martinez-velez@dot.ca.gov

ACTION: Information.

Attachment: Caltrans Sustainable Transportation Planning Grant Program Awards FY 2015-16

Fiscal Year 2015-2016 Caltrans Sustainable Transportation Planning Grant Awards
Pending State Budget Authority

CT District	Grant Type	Grantee Sub-recipient	County	Project Title	Project Description
1	Sustainable Communities	City of Fortuna	Humboldt	Highway 101, Downtown, and Riverwalk Area Complete Streets and Connectivity Planning Study	This study will focus on the 12th Street and Kenmar crossings of Highway 101, and will include an evaluation of the existing conditions, identify design deficiencies, and will include the development of conceptual alternatives to provide multi-modal mobility and accessibility for all users with the goal of improving safety and ensuring the continued commercial viability of the Riverwalk Area. The identification of a recommended alternative from the planning study will allow the City to complete a future initial engineering study and project study report that will result in the implementation of improvement projects at both interchanges.
1	Sustainable Communities	City of Willits <i>Local Government Commission</i>	Mendocino	Willits Main Street Corridor Enhancement Project	The City of Willits, with the Local Government Commission and other community partners, will develop a Corridor Enhancement Plan for the three-mile length of Main Street from the southern to the northern city limits in preparation for the impending Caltrans relinquishment of the northerly segment and the conversion of the southerly portion to Highway 20. An extensive community engagement process will be deployed to generate ideas for immediate and future projects following the opening of the Highway 101 bypass. Consultants will translate community input into design concepts, assess their feasibility, and prepare a prioritized plan with cost estimates.
1	Sustainable Communities	Karuk Tribe <i>Local Government Commission</i>	Humboldt	Panamnik: Orleans Town Center and Cultural Connectivity Plan	The Karuk Tribe and Local Government Commission will use a community-driven process, including a multi-day design charrette, to develop a plan for a cohesive, active and walkable town core for Orleans residents and visitors. The plan will connect community assets through multi-modal transportation improvements, site concepts for new development, and enhancements to existing community spaces. Located on the Klamath River, at the ancient "Panamnik" Karuk village site, this remote community is economically disadvantaged; it suffers from outdated infrastructure, limited services, and high unemployment. The plan will enhance local resilience, community safety, self-reliance, ecotourism opportunities, and awareness of Karuk Tribal heritage.
1	Sustainable Communities	Lake County/City Area Planning Council <i>Lake Transit Authority</i>	Lake	Transit Hub Location Plan	This project will develop the Transit Hub Location Plan for the Lake Transit Authority. The project will involve extensive, interactive community engagement with a broad range of stakeholders to identify locations and options for a new transit hub in the City of Clearlake. A consultant team selected through a competitive process will translate community input into design concepts, assess their feasibility, and prepare a final prioritized plan and cost estimates. The new transit hub will improve inter-regional connectivity, mobility, access and safety as well as help reduce greenhouse gases.
2	Sustainable Communities	Plumas County Transportation Commission	Plumas	Plumas County Non-Motorized Transportation Plan	The purpose of this plan is to: conduct public outreach and coordinate with partner agencies (i.e. U.S. Forest Service, tribal governments, City of Portola, Caltrans and Plumas County Health Department); provide a framework for the coordinated development of non-motorized transportation infrastructure that provides multi-modal access to the workplace, schools, health services, major activity centers, recreation facilities and public transportation; provide guidance on ways to improve and expand upon existing bicycle and pedestrian facilities while preserving and maintaining the functionality of the existing transportation network; provide guidance on the development of programs that educate and encourage residents to walk and bike safely to various destinations; provide guidance on prioritizing and funding of identified non-motorized transportation infrastructure facilities.

Fiscal Year 2015-2016 Caltrans Sustainable Transportation Planning Grant Awards
Pending State Budget Authority

CT District	Grant Type	Grantee Sub-recipient	County	Project Title	Project Description
2	Strategic Partnerships	Shasta Regional Transportation Agency	Del Norte Humboldt Lassen Modoc Shasta Siskiyou Tehama Trinity	Far Northern California Consolidated Goods and Freight Hub Study	Public, private, non-profit, and educational stakeholders will identify and analyze barriers and opportunities to the aggregation and distribution of agriculture products in an eight-county area. The objective is to reduce 'food miles traveled' and greenhouse gas emissions generated by more than \$1 billion in annual agricultural transactions within the region. In light of funding shortfalls for capacity increasing projects and system maintenance, this project seeks to optimize throughput on existing transportation facilities and leverage private sector investment. Data collection and travel demand modeling will quantify the impact of a regional hub on transportation system performance. Results will feed business models and investment strategies.
2	Sustainable Communities	Susanville Indian Rancheria	Lassen	Susanville Indian Rancheria Long Range Transportation Plan	The Susanville Indian Rancheria (SIR) Long Range Transportation Plan (LRTP) will clearly demonstrate the tribe's transportation needs and fulfill tribal goals by developing strategies to meet these needs. These strategies will address future land use, economic development, traffic demand, public safety, and health and social needs. Some of these needs include a road inventory, pedestrian safety, alternative transportation methods, and road maintenance. It is the SIR's intent that, once completed, the LRTP will lead to implementation and development.
3	Sustainable Communities	Butte County Association of Governments	Butte	"B There" - Butte Regional Transit Application Development and Web Update	The project is to develop the "B There" Butte Regional Transit (B-Line) Mobile Application and update the Butte Regional Transit website in a combined effort to improve information for the public with real time traveler data. The mobile application will provide real time transit route information including location, preferred route to get to transit route and other transit related details in order to make an informed transit riding decision. The project will also update the B-Line website to ensure consistency between the mobile apps and the B Line website and to ensure they are user friendly. Comprehensive public participation will be conducted as the mobile apps and web site are developed. Increased customer satisfaction, safety, accurate real time data and increased ridership are the goals of this project in an effort to enhance the transit riding experiences.
3	Sustainable Communities	City of Orland	Glenn	Walker Street Streetscapes Plan	This project will provide the design and approval of Phase 1 improvements along Walker Street. It will include planning for selected improvements in curbs, gutters, sidewalks, Americans with Disabilities Act-compliant facilities, bike lanes, crosswalks, and landscape improvements along Walker Street between Second and Sixth Streets. A schedule needs to be created to determine and prioritize what needs to be repaired, upgraded or replaced. The plan will target higher priority uses and identify funding sources for implementation of the plan.
3	Sustainable Communities	El Dorado County Transportation Commission	El Dorado	El Dorado County Active Transportation Connections Study	The El Dorado County Active Transportation Connections Study will conduct a detailed analysis of active transportation corridors in each of the supervisorial districts of the western slope of El Dorado County to inform investments in project development, maintenance, wayfinding, safety, and innovative active transportation programs and projects. The study will utilize public outreach, performance measures, origin and destination studies, trip counters, land use, socio-economic, and greenhouse gas emission reduction information to identify projects and corridors that have community support, contribute to the sustainability of the region, are appropriate for rural community character, and are the best use of limited funding.

Fiscal Year 2015-2016 Caltrans Sustainable Transportation Planning Grant Awards
Pending State Budget Authority

CT District	Grant Type	Grantee Sub-recipient	County	Project Title	Project Description
3	Strategic Partnerships	Sacramento Area Council of Governments <i>City of Elk Grove</i>	Sacramento	Elk Grove Multimodal Station Feasibility Study	The project will consist of a feasibility study that will consider the location of and impacts from a multimodal station in the City of Elk Grove. Specifically, this study will help to quantify potential reductions to commuter automobile traffic traveling in and out of the Sacramento region via the State Route 99 freeway corridor. Also, this study will help to identify how a multimodal station will capitalize on existing transit opportunities, via Amtrak San Joaquin, etrans, and Sacramento Regional Transit, and enhance transit modal choices for the City's residents and commuters traveling to employment and economic centers throughout the region.
3	Strategic Partnerships	Sacramento Area Council of Governments <i>Metropolitan Transportation Commission</i>	Alameda Contra Costa El Dorado Imperial Los Angeles Marin Napa Orange Placer Riverside Sacramento San Bernardino San Diego San Francisco Santa Clara San Mateo Solano Sonoma Sutter Ventura Yolo Yuba	Interagency Household Travel Survey Program	The Interagency Household Travel Survey Program is a project of the Sacramento Area Council of Governments, Metropolitan Transportation Commission, Southern California Association of Governments, and San Diego Association of Governments to develop collaboratively a household travel survey instrument and implementation program. The goal is long-standing cooperation to develop and maintain consistency of household travel surveys across regions, take advantage of economies of scale for design, testing, surveying and maintenance costs, assess promising new technologies for surveying, and capitalize on the expertise of the four Metropolitan Planning Organizations and Caltrans toward furthering surveying practice in the state.
3	Sustainable Communities	Sacramento Regional Transit District <i>WALKS</i> <i>Sacramento</i>	Sacramento	Sacramento Gateway Transit Center Project: Master Plan for the Watt and Interstate 80 Transit Center	The Watt/I-80 Transit Center is a multi-modal/multi-story hub and gateway along the northeast Interstate 80 corridor of Sacramento County with plans of eventual service expansion. The project will develop improvements to the pedestrian environment on Watt Avenue and accessing the station, re-think how the multi-modal transit center can be optimized, and evaluate overall bike/pedestrian connectivity. The goal will be to enhance passenger safety, comfort, convenience, health and mobility in order to increase transit ridership. Sacramento Regional Transit will take a context-sensitive approach to create a sustainable vision for this public realm, identify innovative solutions and develop an implementation strategy.
3	Sustainable Communities	Yolo County Transportation District	Yolo	Yolo County Transportation District Transportation Planning Internship Program	This project allows university students to gain important transportation planning experience and knowledge. The experience allows the interns to bridge the gap between classroom theory and real world problem resolution. The program is designed to give students the opportunity to work in a pre-professional position while still actively pursuing their academic goals. The internship program also allows the agency to increase both the quality and depth of the planning and implementation of transportation projects. Interns, with guidance, complete important research and analysis which betters the Sacramento region's transportation system.

Fiscal Year 2015-2016 Caltrans Sustainable Transportation Planning Grant Awards
Pending State Budget Authority

CT District	Grant Type	Grantee Sub-recipient	County	Project Title	Project Description
4	Strategic Partnerships	Metropolitan Transportation Commission San Joaquin Council of Governments; Sacramento Area Council of Governments	Alameda Contra Costa Marin Napa Sacramento San Francisco Santa Clara San Joaquin San Mateo Sonoma	Improving Goods Movement and Industrial Lands Access and Efficiency in Northern California	The Northern California megaregion is a highly dynamic region comprised of the economically and geographically linked regions of the Bay Area, Sacramento, and Northern San Joaquin Valley. The megaregion is linked to global, national, and local markets economically through commercial and consumer activity, and physically through transportation infrastructure. This study will build off of multiple corridor studies that have been conducted in the megaregion and drill down to identify specific high priority infrastructure needs and operational policies to improve key system bottlenecks and improve the efficiency of first and last mile access to major goods movement facilities and activity centers.
4	Sustainable Communities	Peninsula Corridor Joint Powers Board	San Francisco San Mateo Santa Clara	Caltrain Bicycle Parking Management Plan	The study will develop a management plan for Caltrain's current and future bicycle parking system. Specifically, the project will: identify needs of bicyclists using the Caltrain system and understand the factors that influence them to take their bikes on board the train rather than park at a station; define clear customer service and financial performance measures, goals and targets for Caltrain's bike parking system; analyze the customer service performance, operating and maintenance expense of current, planned and contemplated bicycle parking facilities; identify management strategies and administrative options to improve the performance of Caltrain's bike parking system; recommend an approach to optimize the performance of Caltrain's bike parking system and develop a clear implementation strategy and time line.
4	Sustainable Communities	Sonoma County Regional Parks	Sonoma	Petaluma-Sebastopol Trail Feasibility Study	The Petaluma-Sebastopol Trail concept emerged from community interest in safe inter-city trail connections. Our study will engage the broader community in planning a walking and cycling route connecting these cities. The 13-mile trail study area, along Highway 116, west of 101, and including an abandoned railway, connects to the heavily-used Joe Rodota Trail. This is the remaining link in Sonoma County's inter-city trail network.
4	Sustainable Communities	San Francisco Municipal Transportation Agency	San Francisco	Community Engagement for an Equitable Muni	This project involves extensive community engagement that employs nontraditional outreach strategies. Engagement methodologies would be identified in collaboration with community-based organizations and would consider the communication challenges of minority and low-income neighborhoods. This engagement process would enrich the analysis of neighborhood transit performance, pinpoint service issues that affect specific communities, and reveal how transit improvements affect the experiences of individuals of need. This neighborhood-based project represents a unique and ground-breaking effort that would be one-of-a-kind in California, as it embraces customized utilization of nontraditional engagement techniques. Ultimately, this project aims to enhance mobility and accessibility in target communities while serving to preserve multimodal transportation.
4	Sustainable Communities	Santa Clara Valley Transportation Authority	Santa Clara	Keyes-Story Complete Street Corridor Study	This project is a comprehensive, community-driven complete street study for the Keyes-Story corridor. Keyes-Story Road is an important commercial and transportation corridor connecting multiple low-income and minority neighborhoods in Central San Jose. The goal is to transform Keyes-Story into a high-quality, multi-modal corridor that provides safe accommodation for bicyclists, pedestrians, and transit riders while still serving motorists. Through a highly participatory planning process, the study will examine existing conditions, identify multi-modal priorities for bicycle, pedestrian and transit riders, analyze conceptual design alternatives, and provide recommendations for funding and capital project implementation. The resulting study will help identify complete street priorities for the corridor leading to the funding and implementation of these projects in the future.

Fiscal Year 2015-2016 Caltrans Sustainable Transportation Planning Grant Awards
Pending State Budget Authority

CT District	Grant Type	Grantee Sub-recipient	County	Project Title	Project Description
5	Sustainable Communities	City of Arroyo Grande	San Luis Obispo	Halcyon Road Complete Streets Plan	This project will produce a "Complete Streets Blueprint" for the Halcyon Road corridor that lies within the City of Arroyo Grande and the County of San Luis Obispo. Halcyon Road connects U.S. Route 101 and State Route 1, and serves as a City major arterial and a significant County arterial connecting the City of Arroyo Grande and the unincorporated Nipomo Mesa area. Halcyon Road is used by local, regional and interregional travelers. The project will develop a plan to improve safety, mobility and accessibility for all users. The project will include an aggressive public outreach component to actively engage stakeholders in identifying and prioritizing both the deficiencies and needed improvements.
5	Sustainable Communities	Santa Barbara County Association of Governments	Santa Barbara	Goleta Ramp Metering Study	The Goleta Ramp Metering Study would study the potential effectiveness of metering freeway access along U.S. 101 through the City of Goleta and unincorporated Eastern Goleta Valley to address current peak period operational issues and projected future traffic demand. Ramp metering along this corridor will be necessary to address unreliable travel times, increasing peak period congestion and queuing, and to encourage increased transit usage. A comprehensive study would ensure that ramp metering is undertaken systematically, has local agency buy-in and public support, and is done strategically to maximize reduction of congestion and travel times on U.S. 101, while avoiding impacts to local streets and roads.
5	Strategic Partnerships	Santa Barbara County Association of Governments	San Luis Obispo Santa Barbara	Santa Maria - San Luis Obispo Transportation Connectivity Plan	The Santa Maria-San Luis Obispo Transportation Connectivity Plan will evaluate the demand for transit service, carpooling, and vanpooling in the transportation corridor between the cities of south San Luis Obispo County and the Santa Maria\Orcutt area in north Santa Barbara County. The corridor is currently served by transit, but census data shows bi-directional commuting growing significantly over the last decade. The study will determine demand for express transit service, carpooling, and vanpooling, and develop a 10-year implementation plan to protect local and state investments in the recent Santa Maria River Bridge widening and create a shared regional vision for providing transportation services in the corridor.
5	Sustainable Communities	Santa Cruz County Regional Transportation Commission	Santa Cruz	Sustainable Transportation Prioritization Plan for Santa Cruz County	This planning project for Santa Cruz County uses innovative and effective community engagement techniques to help define the benefits of a sustainable transportation system, transportation funding needs, and short/long range priorities. The regional agency will utilize cutting edge outreach techniques -- including focus groups, infographics, citizen ambassadors, and visualization tools -- to involve, collaborate and engage with a broad cross section of community members to develop a multimodal transportation investment prioritization plan that addresses sustainability, preservation, mobility, and safety in Santa Cruz County. This project includes development of a public engagement toolkit that can be used by Caltrans and other communities.
5	Sustainable Communities	Transportation Agency for Monterey County	Monterey	State Route 68 Corridor Plan	The State Route (SR) 68 corridor is a key travel route between Salinas and the Monterey Peninsula and is subject to periods of heavy congestion. SR 68 is designated a scenic highway and is bordered by significant wildlife habitat including the 14,650 acre Fort Ord National Monument and rural low density development in the Sierra de Salinas mountain range connecting to the Ventana Wilderness of the Los Padres National Forest. The SR 68 Corridor Plan will evaluate current and future travel patterns between Salinas and the Monterey Peninsula, the feasibility of SR 68 improvements, and the potential for wildlife connectivity enhancements. The Transportation Agency will actively engage the public in the plan with a program of public meetings and online outreach efforts. The transportation Agency for Monterey County will use the plan to determine operational and capacity improvements affordable over the next five to twenty years that contribute to the long-range sustainability of SR 68.

Fiscal Year 2015-2016 Caltrans Sustainable Transportation Planning Grant Awards
Pending State Budget Authority

CT District	Grant Type	Grantee Sub-recipient	County	Project Title	Project Description
6	Sustainable Communities	City of Coalinga	Fresno	Coalinga Citywide Vehicular Traffic Calming and Safety Enhancement Plan	This planning project is to develop a Citywide Vehicular Traffic Calming and Safety Enhancement Plan. The plan will address challenging conditions such as: excessive speeds due to the presence of two state highways that bisect the city; irregular intersections; and, accident prone areas. The proposed plan will include data collection and analysis, identification of the most cost effective countermeasures, community input, and development of a prioritized implementation plan. The plan will be a critical first step in helping Coalinga prepare for projected growth and creating a safer, multi-modal, transportation system.
6	Sustainable Communities	Kings County	Kings	Smart Growth State Route 41 Corridor Improvement Plan	The planning project will study alternatives for improving traffic flow, safety, capacity, and multi-modal travel. State Route (SR) 41, at the Interstate 5 interchange, is an important logistics hub and truck transfer station because of its location halfway between Los Angeles and San Francisco. At the project area, the SR 41 corridor bisects Kettleman City, a small, severely disadvantaged unincorporated community. The current infrastructure is inadequate for existing truck transfer activity, tourist travel to the Central Coast, and future growth. Community input will be key to the planning process.
6	Sustainable Communities	Tulare County Association of Governments	Tulare	Bike and Stride Outreach Program	The Bike and Stride program aims to evaluate, coordinate, and enhance our existing bike and pedestrian outreach efforts to groups that are not normally associated with our current outreach. This program will continue to enhance the success of our existing outreach in the county with our local partners, public, and transit providers. This program would better serve our residents, ensuring that future transportation investments would better reflect the needs of the county.
6	Sustainable Communities	Tule River Tribe	Tulare	A Comprehensive Master Plan for Tule River Native Community	The Tribe will further its long range commitment to land stewardship and community development by creating a vision and implementation plan to allow for long-term natural resource management, economic development, and sustainable growth, while maintaining its role as the Native American cultural leader for tribes throughout the Central San Joaquin Valley. The Tribe, in collaboration with a selected community planning consultant, will prepare a sustainable transportation plan and a GIS mapping system for the entire study area. This first ever plan will look to support the historical and cultural assets while setting the stage for population and employment growth well into the future. The master plan will include an assessment of existing roadways, safety elements and alternative access roads.
7	Sustainable Communities	City of Compton California Center for Public Health Advocacy	Los Angeles	Safe Routes to School Plan	This planning project will develop a comprehensive Safe Routes to School Plan with the goal of providing a safe built environment and increasing the number of children that walk and ride their bicycle to school. The City in partnership with the California Center for Public Health Advocacy will work with the school district, individual schools and parents to identify barriers to walking and bicycling and will prepare a plan with detailed recommendations and supportive policies for physical changes to streets, sidewalks and intersections that will support safe and active transportation to all the schools within the City.
7	Sustainable Communities	City of San Fernando California Center for Public Health Advocacy	Los Angeles	Safe Routes to School Plan	This planning project will produce an adopted and community supported "Safe Routes to School Plan" for the entire City of San Fernando. The project includes studies of safety hazards and concerns faced by school-age children going to and from school. Extensive outreach will involve meetings and sessions with school officials, parents, community committees, and city staffs. The goal will be to encourage more schools and families to send kids to school by walking or bicycling through their neighborhood schools. The final Plan will list and describe measures, routes, and call for physical improvements to be implemented in the near-term.

Fiscal Year 2015-2016 Caltrans Sustainable Transportation Planning Grant Awards
Pending State Budget Authority

CT District	Grant Type	Grantee Sub-recipient	County	Project Title	Project Description
7	Sustainable Communities	Long Beach Transit	Los Angeles	Long Beach Transit Comprehensive Operational Analysis Project	This in-depth comprehensive operational analysis of the transit system will identify Long Beach Transit's strengths and weaknesses as well as potential opportunities to improve bus service efficiency and increase ridership in order to create a better transit network. The transit agency intends to use this analysis in developing a future transit plan for an enhanced, well-performing transit system capable of responding to the demands of a continuously growing region.
7	Sustainable Communities	Southern California Association of Governments <i>Los Angeles County Bicycle Coalition; TRUST South LA</i>	Los Angeles	Active Streets Los Angeles - Pedestrian and Bicycle-friendly Streets for South Los Angeles	Active Streets Los Angeles (LA) is a comprehensive, community-based outreach process that empowers residents to create safe walking and bicycling routes to parks, schools and local businesses along their neighborhood streets. The sub-recipients, in partnership with the LA County Department of Transportation, will utilize the proven Active Streets LA process to solicit community input and develop concept plans for bicycle and pedestrian safety improvements consistent with the City's 2010 Bicycle Plan and draft Mobility Plan 2035's neighborhood network. The result will be a technically feasible and thoroughly vetted network of proposed safety improvements throughout targeted neighborhoods in South LA.
7	Sustainable Communities	Southern California Association of Governments <i>Bike San Gabriel Valley</i>	Los Angeles	San Gabriel Valley Active Transportation Data Planning Project	This planning project will address a major gap in the realm of active transportation planning in the San Gabriel Valley, the lack of localized bicycle and pedestrian planning data to inform effective project development, design and construction. The project will utilize manual bicycle and pedestrian counts, resident surveys, community street audits (walking and biking), and bicycle parking audits to gather data for streets with planned/proposed bike infrastructure and/or recently installed infrastructure (e.g., Rosemead Boulevard cycletrack, City of Temple City), needed to facilitate and measure the efficacy of future active transit investments.
7	Sustainable Communities	Southern California Association of Governments <i>City of Vernon</i>	Los Angeles	Los Angeles River Bikeway Feasibility Study	This is a feasibility study to evaluate a wide range of alternatives, challenges, and presents recommendations for installing a regionally connected bikeway within the City's portion of the Los Angeles River. Overcoming physical obstacles along the River has prevented installing a bikeway in the past, but recent advocacy efforts have made this plan a top priority for the region. The study will assess current conditions, conduct engineering analyses, and present the best supported options for extending the bikeway with input from inter-governmental agencies and outreach to non-profits and communities around the River.
7	Sustainable Communities	Southern California Association of Governments <i>City of San Marino</i>	Los Angeles	Huntington Drive Safe Streets Corridor Improvement Plan	This planning project will seek solutions for safe travels of all transportation modes along the Huntington Drive corridor. On an average day, more than 38,000 vehicles travel along this corridor between Los Angeles and the San Gabriel Valley. With more than nine schools and a public library located along this corridor, this convergence of school children and auto commuting makes Huntington Drive for a dangerous corridor. The Huntington Drive Safe Streets Corridor Improvement Plan will: provide policies to increase safety and efficiencies along the corridor and provide policies protecting school-aged children and business patrons along the corridor.
8	Sustainable Communities	City of Fontana	San Bernardino	City of Fontana - Active Transportation Plan	This Active Transportation Plan (ATP) will provide a clear and comprehensive framework for new and safer connectivity of non-motorized transportation options throughout the City. The ATP Plan will identify recommended improvements to existing bicycle and pedestrian pathways; propose new bikeways, pedestrian walkways, and Safe Routes to School networks to close existing gaps; and, establish on-going maintenance programs for these non-motorized pathways. The ATP Plan will become an important component of the City's planning portfolio and it will be compliant with the Complete Streets Act, Assembly Bill 1358. Public participation will be integral.

Fiscal Year 2015-2016 Caltrans Sustainable Transportation Planning Grant Awards
Pending State Budget Authority

CT District	Grant Type	Grantee Sub-recipient	County	Project Title	Project Description
8	Sustainable Communities	Southern California Association of Governments <i>San Bernardino Associated Governments</i>	San Bernardino	Customer-based Ridesharing and Transit Interconnectivity Study	The purpose of this planning study is to more fully coordinate customer outreach efforts and identify system enhancements that can make transit, ridesharing, and active transportation more convenient and competitive modes of transportation. The study is a customer-focused, multi-modal effort to see San Bernardino County's mobility components as a more integrated, interconnected system and to improve the information disseminated about the system. The study will include an analysis of options for improved fare media compatibility across modes. Lessons learned from this approach will be useful to other counties statewide and will be documented accordingly.
8	Sustainable Communities	Town of Apple Valley	San Bernardino	Apple Valley Safe Routes to Schools Master Plan	This planning project will result in a prioritized Master Plan for improving the highest risk school routes, enabling more students to walk or ride a bike to school. Most streets in Apple Valley, including school routes, do not have sidewalks. The planning process will include: comprehensive evaluation of conditions ten kindergarten through eight grade schools, risk analyses, community workshops, and developing a Safe Routes to Schools Coalition. A qualified planning consultant will oversee the planning process in which the Town and School District will achieve a united vision for addressing the most serious risks and opportunities for improving school routes.
9	Sustainable Communities	Inyo County <i>City of Bishop</i>	Inyo	North Sierra Highway Sustainable Corridor Plan	The City of Bishop and Inyo County will develop a Sustainable Corridor Plan for North Sierra Highway to better integrate multi-modal transportation, effectuate the streetscape utilizing community-developed design themes, and improve air quality and safety. The Corridor is developed with a mix of commercial, industrial, and residential uses, and provides an excellent opportunity to energize local transit, walking, and bicycle use for more safe and efficient transportation in the region. The Plan will be developed through extensive public outreach and stakeholder engagement, and will support broader planning in the area, including on the Bishop Paiute Reservation and the Tri-County Fairgrounds.
10	Sustainable Communities	Calaveras Council of Governments <i>City of Angels Camp</i>	Calaveras	Angels Camp Main Street Plan	The plan will address a lack of integrated non-motorized transportation facilities, limited parking, disconnected community design along the city's State Route 49 "Main Street," and the need to integrate multiple plans and efforts into a cohesive approach to achieving economic vitality and livability. The Main Street Plan will provide the tools, designs and strategies necessary to facilitate physical and policy changes to enhance multi-modal mobility, accessibility and connectivity along the entire SR 49 Main Street for visitors and residents; improve bicycle and pedestrian safety and security; and enhance community identity and quality of life integrating the region's environmental, recreational, rural, scenic, cultural and historical assets. A strong emphasis will be placed on safety, comfort, and convenience for non-motorized modes of transportation and local transit.
10	Strategic Partnerships	Calaveras Council of Governments <i>Calaveras County</i>	Calaveras	State Route 49 Commercial Gateway Corridor Study	Calaveras County and Calaveras Council of Governments will partner with Caltrans and the community of San Andreas to provide a Gateway Corridor Study for the Commercial and Industrial Corridor of State Route (SR) 49. The Study will identify the transportation improvements including local road networks and multi-modal transportation alternatives necessary to accommodate the planned land uses while protecting and advancing the function, design, and economic vitality of the SR 49 corridor. Through a coordinated planning process, the Study will collectively plot future transportation strategies to improve corridor safety, access, aesthetics, and mobility.

Fiscal Year 2015-2016 Caltrans Sustainable Transportation Planning Grant Awards
Pending State Budget Authority

CT District	Grant Type	Grantee Sub-recipient	County	Project Title	Project Description
10	Sustainable Communities	City of Oakdale <i>Local Government Commission</i>	Stanislaus	City of Oakdale Accessibility Master Plan	This plan will enable the City to address deficiencies in the pedestrian infrastructure by: developing a comprehensive list of obstacles and problems through a City-wide assessment; identifying and prioritizing solutions through extensive interaction with the public, including youth, elderly and the disabled; estimating costs and identifying funding sources to defray those costs; and committing to an action plan to implement solutions. The City will contract a transportation planning firm with expertise in this field to develop the plan and will partner with the nonprofit Local Government Commission which will lead efforts to engage community stakeholders.
10	Sustainable Communities	Merced County Association of Governments	Merced	Short Range Transit Plan Update for Merced County-wide Transit	This plan will objectively and comprehensively evaluate Merced County's "The Bus" system's performance, identify and quantify transit demand, and identify strategies for enhancing community mobility. It will be a comprehensive operational analysis and update to the existing plan which has been almost completely implemented. It will provide policy and financial direction to guide future transit planning, service operation, capital investment, and policy decisions. The plan will provide the Transit Joint Powers Authority and "The Bus" the tools to improve and increase mobility and accessibility of public transportation for transit riders, guidance to continue to preserve and improve the existing systems efficiency (management, finances, and operations), models to continue to improve upon the San Joaquin Valley's air quality, and finally, tools to enhance the integration of other modes of transportation throughout the region. Future policy decisions, operational practices and overall system efficiency will be derived from the Short Range Transit Plan.
10	Sustainable Communities	Merced County Association of Governments <i>University of California, Davis: Institute of Transportation Studies</i>	Fresno Kern Kings Madera Merced San Joaquin Stanislaus Tulare	Sustainable Communities Strategy Implementation Alternatives for Meeting Transit Needs in the Rural San Joaquin Valley	The eight-county San Joaquin Valley is a vast geographic area with over four million residents, many of whom live in rural and "fringe" areas. Traditional rural transit options represent an economically unsustainable system and many critical transportation needs of our low-income residents are foregone including health care visits, and access to educational and employment opportunities. The San Joaquin Valley Metropolitan Planning Organizations and the University of California, Davis, Institute of Transportation Studies are partnering to develop a framework for a pilot program utilizing shared access services (car, bike, ridesharing) and other alternatives for meeting transit needs in the less urban areas of the San Joaquin Valley.
10	Strategic Partnerships	Stanislaus Council of Governments <i>Stanislaus County</i>	Stanislaus	Crows Landing Corridor Multimodal Visioning Plan	This planning project will create a community vision for inter-jurisdictional, multimodal connectivity improvements along the Crows Landing Road corridor, from Interstate 5 to State Route 99. The final plan will create a vision for sustainable transportation improvements by encouraging economic development, attracting jobs to the Crows Landing Logistics Center, improving regional jobs-to-housing balance, reducing vehicle miles traveled, and reducing chronic unemployment in southwestern Stanislaus County. The plan will focus on facilitating movement of goods and people between job centers and surrounding communities. The project includes extensive outreach, streetscape designs, circulation recommendations, and investment strategies for future project construction.
11	Sustainable Communities	City of Calexico	San Diego	Calexico Bicycle Master Plan Update	The City will update the existing 2003 Calexico Bicycle Master Plan. Calexico Bicycle Master Plan update is a guide that is essential to successfully continue the objective of providing a sustainable, safe, affordable, innovative, healthy, and accessible and viable mode of transport. The update will address existing and future demands of an alternative mode of transportation for all ages, enhance bicycle safety, connect to multi-modal transportation networks, and assist the City in meeting bike related funding requirements when pursuing state and federal grants.

Fiscal Year 2015-2016 Caltrans Sustainable Transportation Planning Grant Awards
Pending State Budget Authority

CT District	Grant Type	Grantee Sub-recipient	County	Project Title	Project Description
11	Sustainable Communities	City of Encinitas	San Diego	Encinitas Rail Corridor Vision Plan	The LOSSAN Rail Corridor creates a physical barrier for varied modes of transportation within the City of Encinitas. Existing crossings favor motorized transport; there is a need to address mobility deficiencies, limited accessibility, and safety concerns for multi-modal travel. The Encinitas Rail Corridor Vision Plan will comprehensively assess existing projects; introduce solutions that balance community values with transport safety; conceptualize strategies to expand modal choices and connectivity; and, promote active, innovative public engagement. The resulting plan will be a catalyst to implementing infrastructure that increases accessibility, mobility, safety and economic vitality within this active corridor.
11	Strategic Partnerships	San Diego Association of Governments	San Diego	Statewide Best Practices and Modeling Tool Development for Social Equity Analysis	Regional planning agencies currently use varied approaches when conducting a social equity analysis of regional plans such as Regional Transportation Plans and the Sustainable Communities Strategies required by Senate Bill 375. There is not a widely accepted tool used by regional and local agencies to model the burdens and benefits of regional plans and the projects they encompass to consistently evaluate environmental justice outcomes expected to result from a plan or project. This project calls for identification of best practices being used by regional agencies to analyze proposed plans and covered projects and development of a social equity modeling tool for statewide use.
11	Strategic Partnerships	San Diego Association of Governments <i>Southern California Tribal Chairmen's Association</i>	San Diego	Intraregional Tribal Transportation Strategy	The 2050 Regional Transportation Plan/Sustainable Communities Strategy focuses transportation investments in the most urbanized areas, where the majority of the region's residents live and work. At the same time, the system must also support the needs of federally recognized tribal nations located in the sparsely populated rural areas of the region. Using its 'Borders' framework, the San Diego Association of Governments, in partnership with the Southern California Tribal Chairmen's Association, and other agencies that influence tribal transportation will work together to develop an Intraregional Tribal Transportation Strategy that identifies the key multimodal projects that will improve tribal mobility.
11	Sustainable Communities	San Diego Association of Governments	San Diego	Flexible Transportation Services for Seniors	The Flexible Transportation Services for Seniors project will evaluate options for improving social service transportation for seniors by providing same-day or more immediate transportation. The project will determine the mobility needs for San Diego County seniors, particularly in regards to flexibility in scheduling and availability of immediate services within desired service locations. Through collaboration with both seniors and social services transportation providers, the project will explore elements of transportation business models, such as technology usage and scheduling/dispatching procedures that improve the flexibility of transportation options. Innovations employed by transportation network companies will provide a framework in exploring flexible transportation options.
12	Sustainable Communities	City of Fullerton	Orange	Fullerton 2015 Priority Bike Connection Plan	This planning project is the development of the Fullerton 2015 Priority Bike Connection Plan to address challenging bicycle and pedestrian gaps at two priority locations in the City: Malvern Avenue / Brea Creek from North Basque Avenue to the City limit entering Buena Park; and, SR-57 Freeway pedestrian and bicycle crossing between Yorba Linda Boulevard and Nutwood Avenue. The City will hire a consultant to guide the Scope of Work with community and multi-agency involvement.



August 5, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakami
Executive Director

BY: Rob Ball, Director of Planning
Ben Raymond, Regional Transportation Planner

SUBJECT: AGENDA NUMBER V. AIR RESOURCES BOARD ACCEPTS KERN'S 2014 SUSTAINABLE COMMUNITY STRATEGY (SCS)

DESCRIPTION:

On July 23, 2015 the California Air Resources Board (ARB) unanimously approved acceptance of the Kern COG Sustainable Community Strategy (SCS) and found that the methodology adequately demonstrates that the plan, if implemented, would meet the state greenhouse gas emission reduction targets for passenger vehicle travel.

DISCUSSION:

Background – In June 2014, Kern COG adopted the regular 4-year update to the long-range Regional Transportation Plan (RTP). This was the first plan with the newly required SCS, a new element of the RTP required by Senate Bill (SB) 375. The law requires ARB to set greenhouse gas emission reduction targets for the 18 Metropolitan Planning Organizations (MPOs) in the state, including Kern COG. SB 375 focuses on reducing greenhouse gas emissions from passenger vehicle travel by better coordinating land use planning with transportation expenditures.

ARB Technical Evaluation – A thorough technical evaluation was developed on the SCS by ARB staff and is available online along with the Kern COG SCS at <http://www.arb.ca.gov/cc/sb375/sb375.htm>. The evaluation recommended acceptance of Kern COG's SCS.

July 23rd ARB Hearing – ARB received one written comment in support from the Greater Bakersfield Chamber of Commerce (<http://www.arb.ca.gov/lists/com-attach/1-kerncog-UCNdL1ciVFgBZAdo.pdf>) and four verbal comments in support were received from the San Joaquin Valley Regional Planning Agencies Directors' Association, the National Resources Defense Council, the American Lung Association, and Climate Plan. No one spoke in opposition to the staff recommendation. Some of the commenters discussed the need for more ambitious targets to be set for the next SCS cycle. The board members also echoed the need to make improvements to the overall process, but were supportive of staff's recommendation to accept the Kern COG SCS. The board unanimously approved acceptance of the SCS after about a 1-hour presentation and discussion. The hearing can be viewed online at: <http://www.arb.ca.gov/board/meetings.htm#future> starting about 11 minutes into the meeting.

ARB Round Two Target Setting – Last Fall ARB staff released a report discussing the many factors and issues that they will be looking at for updating targets. The following is an initial timeline from this staff report:

- Early 2015 through mid-2015: ARB is using the information provided on the SJV SCSs as consultation to inform new target setting.
- Early 2016: Board action to establish new targets effective for SCS's approved in 2018.

Conversations with ARB staff have indicated that ARB action on new targets may be delayed till late 2016. Kern COG is currently scheduled to release a Preliminary Draft of the Round two SCS possibly in early 2017 pending the availability of new targets.

Early SCS Success Stories – The strategies in the new Kern COG SCS are voluntary and subject to available funding and local government discretion. However, early successes are providing a good indication that Kern may realize many of the benefits identified in the SCS sooner than anticipated. In the first year of the SCS, Kern has received over \$25 million above and beyond historic funding sources that were used to develop the strategies in the SCS. In addition, we are seeing an increased interest in development in Downtown Bakersfield.

- **\$15M in Private Sector Funding for Bike and Ped Facilities** – In 2011, the rural farm community of Lost Hills received \$15M in funding from the Wonderful Company (formerly Paramount), a major grower in the region, to provide 700 trees, over 7 miles of sidewalks/bike trails, a community center and an artificial turf soccer field. This project was above and beyond what was anticipated to be delivered in the SCS.
- **\$8.2M in Active Transportation Program Funding Bike and Ped Facilities** - The Cities of Arvin, Bakersfield, Delano, Tehachapi, Wasco, and Kern County received \$8.2M from the first cycle of the new Caltrans Active Transportation Program (ATP) for bike and pedestrian improvements which is more than 5 times Kern COG anticipated it would receive based on the former Transportation Enhancement (TE) program.
- **\$5.8M in New Cap & Trade Funding for Housing, Vanpools, and Transit** – In the first year of Cap & Trade funding Kern COG has received \$2.8 million in AHSC funding for the 19th Street Senior Apartments adjacent the Mill Creek pedestrian corridor, and \$3 million for the central California CalVan's public vanpool program. An additional \$300,000 in the new LCTOP is also going to improve transit operations throughout the County as well.
- **837 New Infill Housing Units in Bakersfield's Core Area** – In the past 5 years, the city of Bakersfield has approved and is seeing constructed 765 subsidized apartments and townhomes in Mill Creek, Old Towne Kern, and the Arts District and an additional 72 market rate townhomes downtown. The core area of Bakersfield has a reduced transportation impact fee that is half what it costs to build on the periphery of the community.
- **\$1.1M High Speed Rail Station Area Plan Funding** – The City of Bakersfield has received over \$1 Million to plan for development and infrastructure needs around a proposed high speed rail station in downtown Bakersfield.
- **New Emphasis on Work Place Electric Vehicle Charging Stations** – Kern COG has shifted staff to help our member agencies apply for grants and other resources develop electric vehicle charging throughout the County. Work place charging stations for employees and vanpools is seen as a major incentive for conversion of our fleet to electric.

ACTION: Information.



August 5, 2015

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi
Executive Director

BY: Rob Ball
Planning Director

SUBJECT: TTAC AGENDA NUMBER VI.
DRAFT FEDERAL CONFORMITY ANALYSIS FOR THE 2015 PARTICULATE MATTER 2.5
AIR QUALITY ATTAINMENT PLAN AND FEDERAL TRANSPORTATION IMPROVEMENT
PROGRAM (FTIP) AMENDMENT NO.12

DESCRIPTION:

The Regional Air Quality Conformity analysis for the San Joaquin Valley Air Pollution Control District (SJVAPCD) Particulate Matter (PM) 2.5 Attainment Plan, and the 2015 FTIP Amendment 12 is scheduled for public review August 5th to September 4th 2015 and will be available online at www.kerncog.org.

DISCUSSION:

Background - The federal Clean Air Act allows federal transportation funding to be halted if a region does not demonstrate “conformity” to the air quality attainment plans prepared by the air district. Conformity means the on-road mobile sources of air pollution (cars and trucks), do not exceed their future year budget set by the air districts’ air quality attainment plans. Attainment plans prepared by the air districts are also known as State Implementation Plans (SIP). The air district prepares an attainment plan for each pollutant that has exceeded the federal standard. In addition to on-road mobile sources the attainment plan budgets emissions reductions for off-road mobile sources (trains, construction equipment, etc.) stationary sources (refineries, cement plants, etc.), and area sources (agriculture, fire places, etc.).

The SJVAPCD has adopted the PM 2.5 Plan based on the (1997) standard. This is one of eight attainment plans that Kern COG must demonstrate conformity with anytime a transportation project is amended or an Air District Plan is updated.

Timeline - A concurrent 30-day public review period is scheduled for the air quality analysis and FTIP Amendment.

Conformity Demonstration / 2015 FTIP Amendment No. 12

<u>Date</u>	<u>Event</u>
August 5, 2015	Start 30-day public review period
August 5, 2015	Draft presented to Transportation Technical Advisory Committee (TTAC)
August 20, 2015	Draft presented to Transportation Planning Policy Committee (TPPC) with public hearing
September 4, 2015	End of 30-day public review period
September 30, 2015	Comments and Responses presented to TTAC, with request for recommended approval of Final documents
October 15, 2015	Request adoption of Final documents from TPPC October 19, 2015 Submit Final documents to state and federal agencies for approval December 2015 Anticipated federal approval

ACTION: Information.

Scheduled to be brought back for a recommendation to the TPPC at the October TTAC Meeting.



VII. TTAC

August 5, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

BY: Joseph Stramaglia,
Regional Planner

SUBJECT: TPPC AGENDA NUMBER VII.
2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

DESCRIPTION: The 2016 Regional Transportation Improvement Program (2016 RTIP) is a 5-year Program for Projects of Regional Significance and is updated every two years by the California Transportation Commission (CTC).

DISCUSSION: The CTC has initiated the statewide 2016 State Transportation Improvement Program (2016 STIP) development process for Projects of Regional Significance. Each regional submittal to the CTC is considered an "RTIP". Once submittals are aggregated and approved by the CTC, it becomes a "STIP". The CTC draft Fund Estimate reflects no new programming capacity for the 5-year cycle. With development of new state and federal transportation legislation, the CTC may choose to defer the adoption of the Fund Estimate up to 3 months in order to revise their assumptions and potentially project new funding capacity in the outer 2 years of the 5-year program of projects.

Kern COG staff conducted the first workshop on July 22 but a draft Program of Projects was not be presented at that time. The August Workshop will be cancelled and two additional workshops will be added to the schedule beyond the September workshop. Kern COG staff will continue to focus on advancing projects from the past several RTIP cycles including the request for a specific amount of RTIP formula funding to advance and complete the State Route 58 Connector project. Additional needs include our partnership project on State Route 14 to deliver 2 additional segments; segment 1 is programmed for construction but the other 2 segments require continued commitments from the 4 partners: Inyo, Mono and Kern Counties and Caltrans. In this 2016 RTIP cycle, Kern COG staff expects to advance the following projects to construction:

- 1) State Route 58 Centennial Corridor Connector (\$20 million minimum per Kern COG 60/40 agreement);
- 2) State Route 46 widening Segment 4A (considered fully funded using federal earmark); and
- 3) State Route 14 Segments 2 and 3 (Over \$20 million is needed for construction phase of Segment 2).

BACKGROUND INFORMATION

Currently, Kern projects in the 2014 STIP include street and highway improvements on State Routes 14, 46, 58, 119 and two local streets in Ridgecrest and Tehachapi. Project status is summarized below:

STATUS OF PROJECTS OF REGIONAL SIGNIFICANCE IN 2014 STIP

RANK	PROJECT DESCRIPTION	PROGRAM PHASE	FY	STATUS
Board / 13	West Ridgecrest Blvd. Recon. & Widen	Construction	13-14	Constructed
Board / 61	Challenger Drive Extension	Construction	13-14	Constructed
Board / 14	SR 14 – Freeman Gulch Widening Phase 1	Pre-Construction	12-15	In Progress
		Construction	16-17	Not Started
Board / 14	SR 14 – Freeman Gulch Widening Phase 2	Pre-Construction	15-17	In Progress
		Construction	- - -	Not Yet Funded
Board / 60	SR 46 – Segment 4A Widening	Pre-Construction	12-13	In Progress
		Construction	16-17	Not Yet Started
5 / Board	SR 119 – Truck Climbing Lanes	Pre-Construction	12-15	In Progress
		Construction	15-16	Not Yet Started
Board	SR 58 Centennial Corridor	Pre-construction	12-15	In Progress
		Construction	17-18	Not Yet Started

Funding Shortfalls - Several projects have not advanced since 1998 because the state has fallen short in expected formula revenue streams. There are several projects in the Kern region were advanced to the environmental review phase in 1998 to create a new shelf of projects. Several of these projects were subsequently shelved because of revenue shortfall exceeding \$300 million in subsequent cycles. These projects include:

- ◆ State Route 184 Weedpatch Highway Widening – Shelved
- ◆ State Route 58 Dennison Road Interchange – Shelved
- ◆ State Route 46 Widening through Wasco – Shelved
- ◆ US 395 Widening through Ridgecrest – Shelved

Regional Adoption of 2014 Regional Transportation Improvement Program

On November 21, 2013, the KCOG Board of Directors approved its 2014 RTIP Program of Projects. The CTC Fund Estimate share for this cycle was proposed at \$ 32,269,000. Kern's response was a request of in new programming totaling \$58.9 million in order to advance one project of regional significance in Kern County and one partnership project of regional significance in Inyo County. The KCOG staff recommendation included 1) \$49,000,000 of new RTIP funding for SR 58 Centennial Corridor with the remaining capacity going towards the partnership project Olancho Cartago Widening in Inyo County. Several other projects ready to advance in Kern County were not funded and subsequently delayed. The Kern region approved and requested \$49 million for SR 58 Centennial Corridor as part of the 2014 RTIP submittal but the Commission was only able to program \$29 million.

2016 RTIP TIMELINE

A “Save the Dates” memo was circulated in late March to announce the dates for three (3) scheduled Kern COG 2016 RTIP Workshops. The expanded time-line below includes KCOG and CTC benchmark actions leading to state approval of the 2016 STIP by April 2016.

July 2015	KCOG: Conduct first 2016 RTIP Workshop
August 2015	KCOG: Conduct second RTIP Workshop This workshop will be cancelled KCOG: Develop 2016 RTIP Program of Projects CTC: Staff Recommendation for Fund Estimate CTC: Fund Estimate Adoption or deferral CTC: Adopt 2016 STIP Guidelines

THE DATES BELOW MAY BE SUBJECT TO REVISION BASED ON CTC ACTION IN AUGUST

September 2015	KCOG: Conduct second RTIP Workshop
October 2015	KCOG: TTAC/TPPC – Circulate Admin. Draft 2016 RTIP Program of Projects
November 2015	KCOG: TTAC/TPPC – Circulate Draft 2016 RTIP Program of Projects
December 2015	KCOG: TTAC/TPPC - Request Approval of Final 2016 RTIP Program of Projects KCOG: Submit 2016 RTIP to CTC and Caltrans
February 2016	CTC: Conduct Public Hearings for Draft 2016 STIP
March 2016	CTC: Staff recommendation for 2016 STIP
April 2016	CTC: 2016 STIP Adoption

KCOG Project Selection Policy

In 1998, KCOG circulated a call for projects to the Cities and County of Kern and ranked 66 Projects of Regional Significance. This action was in response to the enactment of SB 45 which shifted 75% of formula highway revenue to regional control and 25% to state control. The KCOG RTIP Policy focused on regional equity inside and outside of the Metropolitan Bakersfield area and project readiness. The equity policy designates that 60% of State Transportation Improvement Program funds be available for projects inside Metropolitan Bakersfield Boundary (as modified by the policy). The remaining 40% of the State Transportation Improvement Program funding was for projects outside the Metropolitan Bakersfield boundary. The policy notes that funds can be flexible (moved inside and outside the designated boundary from year to year) as long as the “60/40” balance is maintained over the long-term. MOU programming is not part of the 60/40 assessment. Several of the other policy considerations are listed below.

- ◆ Once KCOG has committed to a project in the Regional Transportation Plan and Regional Transportation Improvement Program, it is KCOG's policy to continue advancing the project that has completed one phase to the next phase when funding is available;
- ◆ Once KCOG has committed to a project in the Regional Transportation Plan and Regional Transportation Improvement Plan, it is KCOG's policy to keep a project or phase of a project whole, when possible;
- ◆ KCOG leverages outside project dollars through partnerships with Caltrans (IIP), other Regions, Local contributions, regional commitments from other Counties, demonstration funds, or state bond funds;
- ◆ KCOG supports the equitable distribution of funding through the management of the Metro/Rural 60/40 programming split of State Transportation Improvement Program funding; and
- ◆ KCOG uses a ranked list of candidate Regional Transportation Improvement Program projects approved by the KCOG Board of Director's in addition to other Board Actions to manage overall project priorities.

These policy considerations are taken into account by KCOG staff when developing the RTIP Program of Projects. The RTIP process is a continuum of project development from cycle to cycle because of the extensive cost, time and effort required to advance environmental review, design, rights-of-way, and construction phases. This region's successfully delivered projects of regional significance have taken well over a decade to deliver from environmental review all the way through to construction.

Revenue Partnerships – Since 1998, the KCOG Board has partnered with Caltrans, Inyo County and Mono County as a way to leverage state highway funding along interregional focus routes 14, 46 and 58. The KCOG Board of Directors entered into Memorandums of Understanding (MOU) with Caltrans and the Counties of Inyo and Mono in order to combine Kern's regional choice funding with State choice dollars to deliver projects along the State Route 14 / US 395 Corridor up into the Counties of Inyo and Mono.

The 1998 MOU committed the KCOG Board to assist with an Inyo County project, the Olancha Cartago widening project and a project in Mono County once it's selected. As part of the 1998 MOU, Caltrans delivered the State Route 14 Mojave Widening project in Kern. The next KCOG project benefitting from this collaboration is the State Route 14 Freeman Gulch Widening project. Updates to the 3-County MOU with Inyo County, Mono County and Caltrans will be presented as a separate report as needed.

Action: Information.

- Attachment A – Project Status of Programmed STIP Projects ready to Advance
- Attachment B – 2014 STIP as approved by California Transportation Commission
- Attachment C – Other Significant Transportation Investments in Kern County
- Attachment D - Doing more with less (graphic)
- Attachment E – Project Delivery over the last 15 years
- Attachment F – 3-County MOU (as it currently stands)
- Attachment G – KCOG "Save the Dates" Memo – 2016 RTIP Workshops
- Attachment H – Fund Estimate Excerpts from CTC June 2015 agenda

State Route 14 – Freeman Gulch Widening Segment 1

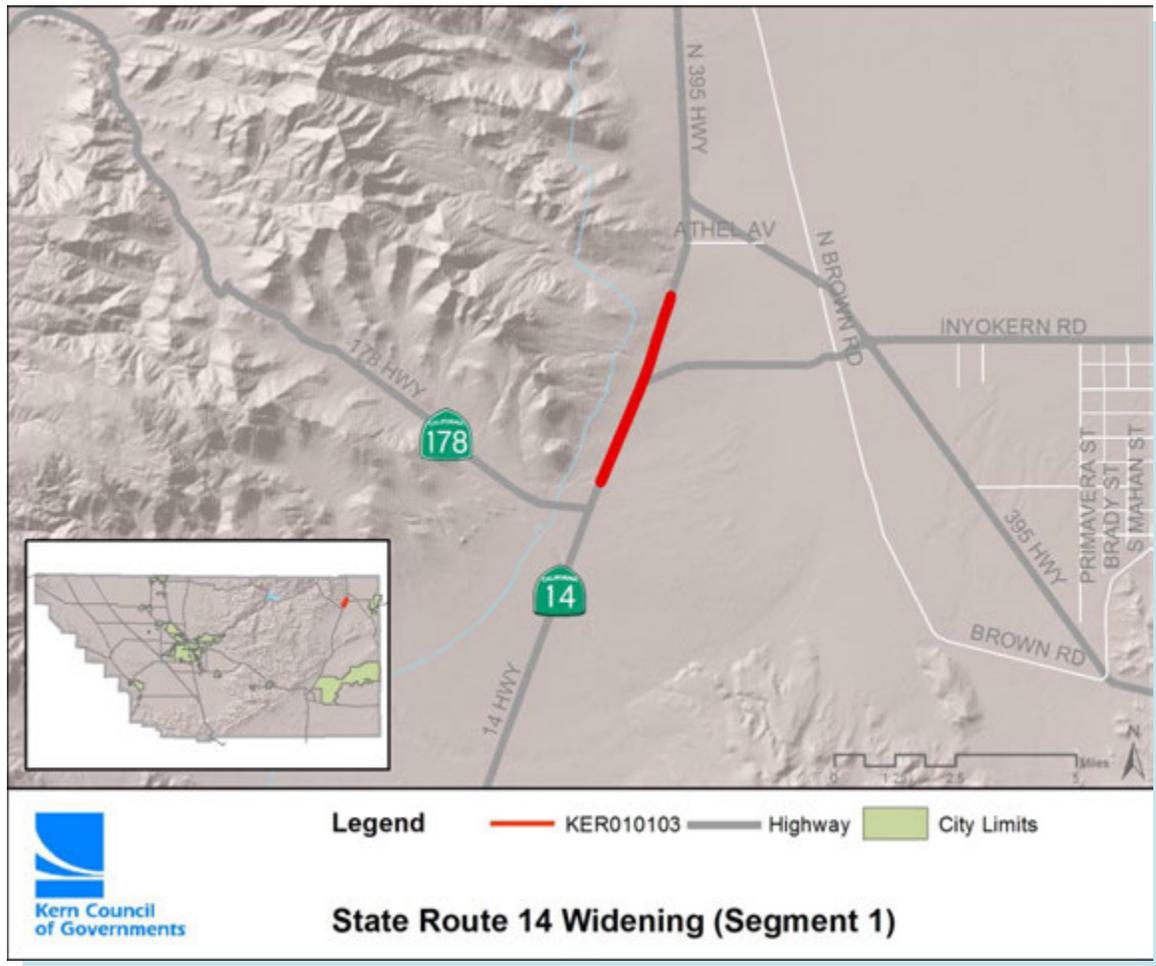
Project Description and Location: Segment 1 is ready for construction. The project starts 1 mile south of State Route 178 East to 1.7 miles north of State Route 178 East for a total of 2.7 miles. The project will widen the divided highway from 2 to 4 lanes.

Purpose and Need: The project constitutes the principal access into the Inyo and Mono County recreation areas. The project will relieve congestion, separate oncoming traffic with a divided median, and break up traffic queues by providing major passing opportunities. This project is the first of three segments that will close the final 2-lane "gap" on Route 14 between Mojave and the junction with Route 395. Route 14 is an Interregional High Emphasis Focus Route.

Project Status: Project design is currently in progress with some preliminary rights-of-way work as well.

Current Revenue Needs: This MOU project is programmed with Inyo 10% RIP, Mono 10% RIP, Kern 40% RIP and Caltrans 40% IIP. This project is considered to be fully funded.

Current STIP Programming (\$ X 1,000)						
RTIP Cycle	Phase	FY	STIP	ITIP	Other	Total
	Environmental					
2008 RTIP	Engineering	12-13	\$1,000	\$1,000	\$500	\$2,500
2008 RTIP	Rights-of-Way	14-15	\$4,520	\$4,520	\$2,260	\$11,300
2012 RTIP	Construction	16-17	\$12,435	\$12,435	\$6,218	\$31,088
	Total		\$17,955	\$17,955	\$8,978	\$44,888



State Route 14 – Freeman Gulch Widening Segment 2

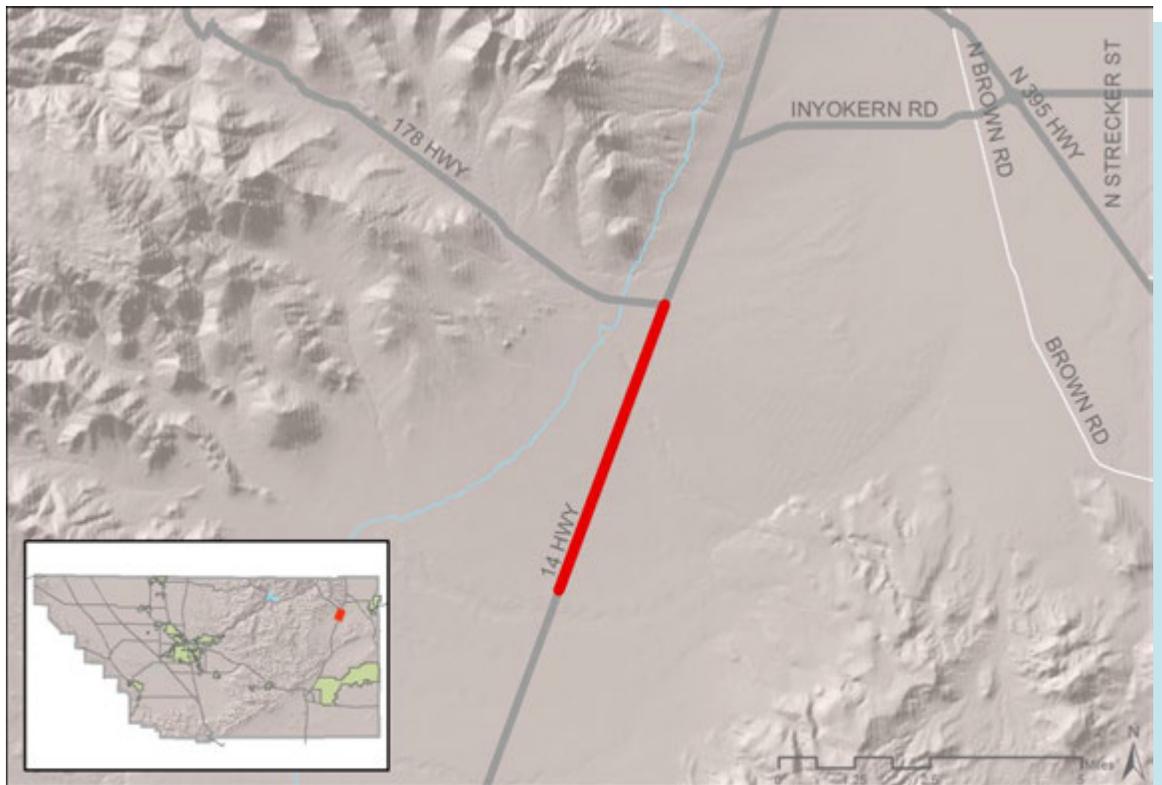
Project Location and Description: This project is the second of the three segments. The project is located from 4.8 miles south of Route 178 west to 0.5 mile north of Route 178 west to convert from a 2-lane conventional highway to a 4-lane expressway.

Purpose and Need: The project constitutes the principal access into the Inyo and Mono County recreation areas. The project will relieve congestion, separate oncoming traffic with a divided median, and break up traffic queues by providing major passing opportunities. This project is the second of three segments that will close the final 2-lane "gap" on Route 14 between Mojave and the junction with Route 395. Route 14 is an Interregional High Emphasis Focus Route.

Project Status: This project is in the design phase. Construction is not yet programmed.

Current Revenue Needs: Segment 2 was programmed for PS&E and RW using RIP from Inyo and Mono Counties only with proposed ITIP revenue. This is considered a "loan" and Kern COG will need to restore its 40% share from a future county share cycle. **Future Cost Estimate: \$42 M.**

Current STIP Programming (\$ X 1,000)						
RTIP Cycle	Phase	FY	STIP	ITIP	Other	Total
	Environmental					
2012 RTIP	Engineering	15-16		\$1,300	\$1,950	\$3,250
2012 RTIP	Rights-of-Way	16-17		\$3,044	\$4,566	\$7,610
	Construction					
	Total			\$4,344	\$6,516	\$10,860



Legend █ KER120105 Highway City Limits

State Route 14 Widening (Segment 2)

State Route 46 – Widening Segment 4A

Project Location and Description: In and near Lost Hills, from Lost Hills Road to 0.9 mile east of I-5. Widen from 2 to 4 lanes.						
Purpose and Need: The purpose of this project is to improve traffic operations, improve traffic safety, and correct any deficiencies in the existing roadway in order to meet all current design standards for a four-lane conventional highway.						
Project Status: This project currently is completing the design and rights-of-way phases.						
Current Revenue Needs: The construction phase includes several funding sources. STIP funding of \$4,100,000 includes construction capital and support costs. \$22,362,000 is estimated as available for construction capital and \$400,000 in ITIP will be used for remaining design work. There is a need for RIP funding to be state cash in order to match demonstration funding. Revenue estimates below are based on the June 2015 STIP amendment to move “RIP” into 2016-17 for design and construction.						
Current STIP Programming (\$ X 1,000)						
RTIP Cycle	Phase	FY	STIP	ITIP	DEMO	Total
2016	Design	16-17		400		\$400
2016	Construction	16-17	3,500	0	22,362	\$26,462
	Total		\$3,500	400		\$26,862



Legend ——— KER120106 — Highway City Limits

State Route 46 Widening (Segment 4A)

State Route 58 – Centennial Corridor Connector

Project Location and Description: This new alignment of State Route (SR) 58 begins at Interstate 5 (PM T31.7) and ends east of Cottonwood Road (PM R55.4) in and near the City of Bakersfield. This project consists of a new freeway alignment from the east terminus of Westside Parkway to SR 99 and operational improvements on the existing SR 58 from SR 99 to east of Cottonwood Road.

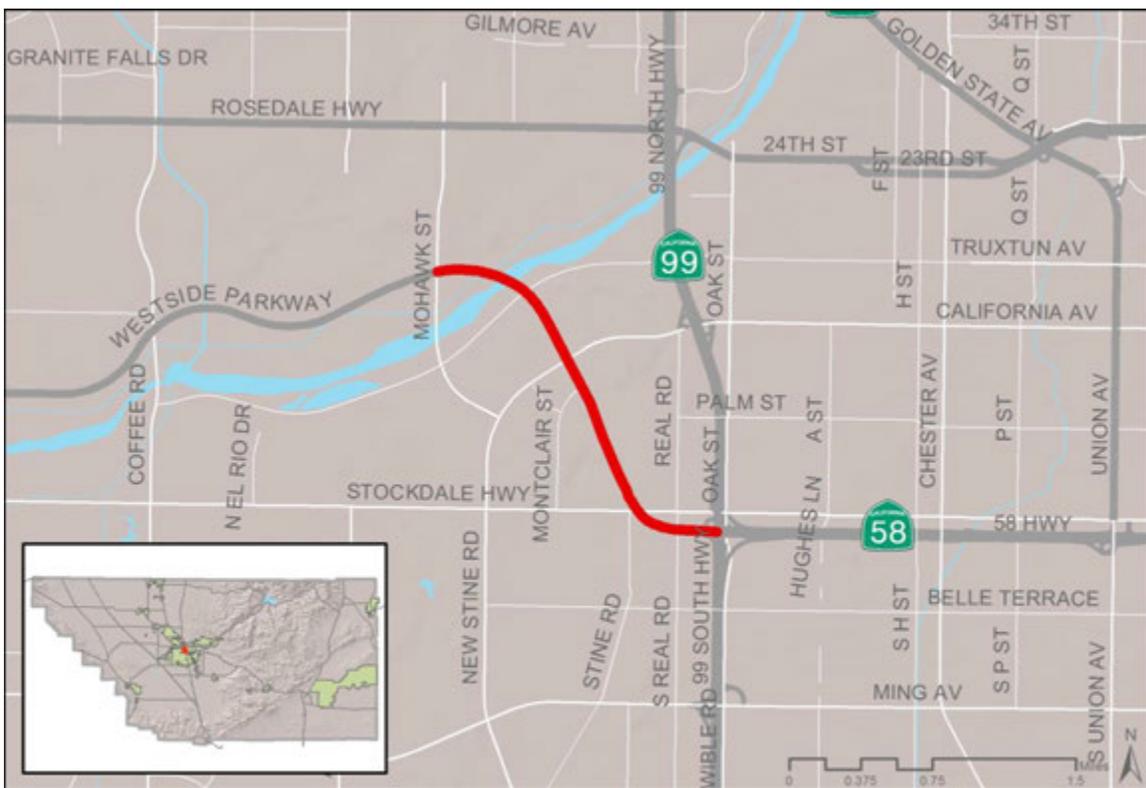
Purpose and Need: This project is to construct and ultimately adopt an alignment for SR 58 that will provide interregional and regional conductivity for east-west traffic traveling within metropolitan Bakersfield and Kern County, provide continuity for SR 58 in Kern County, promote economic growth and international/interregional trade by improving linkage between existing segments of the interstate system, reduce commercial and regional commute time through a major freight corridor, improve local east-west circulation and reduce congestion.

Project Status: This project currently is completing the environmental review phase.

Current Revenue Needs: The construction phase includes several funding sources. STIP funding will offset the need for \$173,209,000 in local revenue. \$97,889,932 of the \$271,599,000 is federal earmark.

Current STIP Programming (\$ X 1,000)

RTIP Cycle	Phase	FY	STIP	ITIP	Other	Total
2014	Construction	17-18	\$33,001		\$271,599	\$304,600
	Total		\$33,001		\$271,599	\$304,600

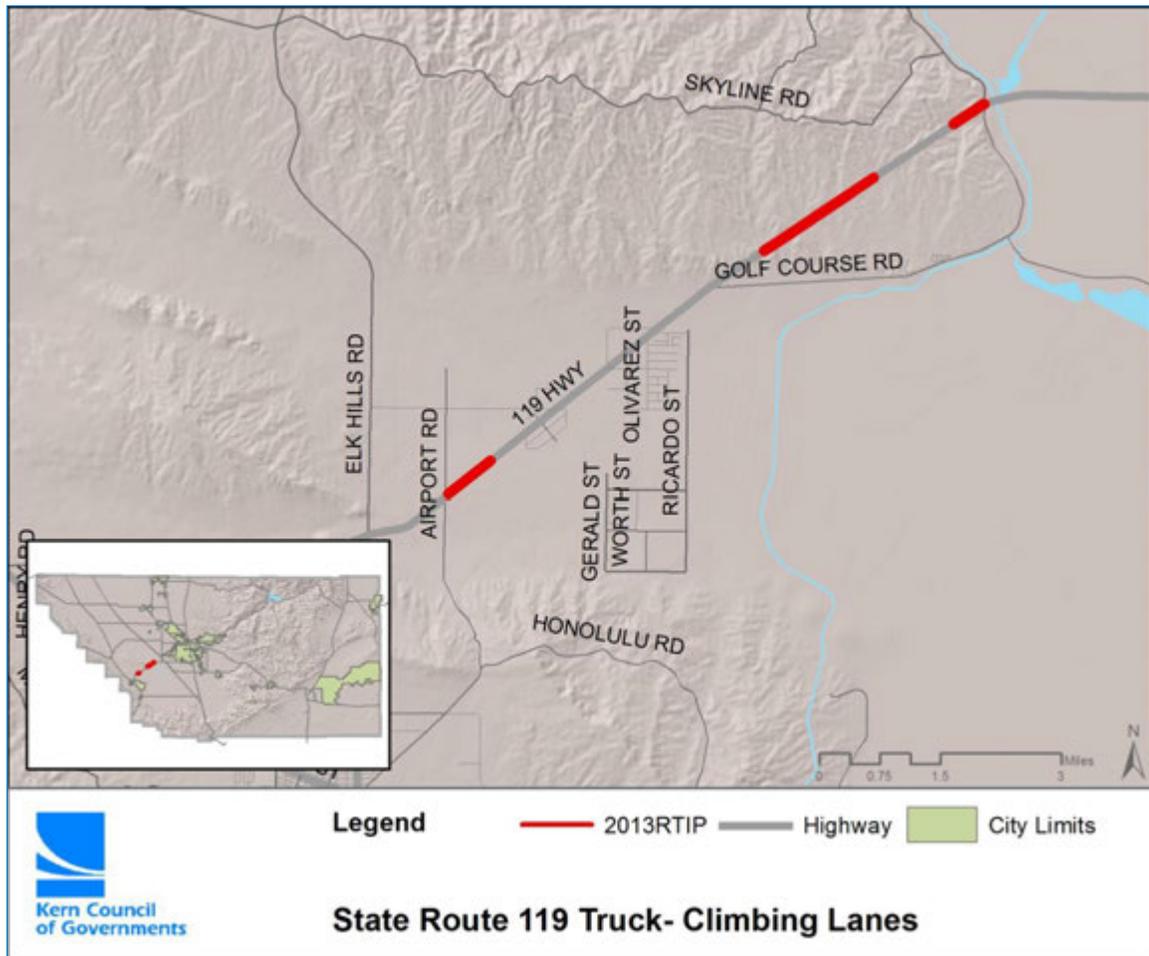


Legend — KER050104 — Highway City Limits

State Route 58 Centennial Corridor Connector

State Route 119 Truck Climbing Lanes

Project Location and Description: Near Taft, from Cherry Avenue to Tupman Road. Construct eastbound and westbound truck-climbing lanes.						
Purpose and Need: Segments of Route 119 within the project limits are currently operating at a Level of Service (LOS) D and E. Segment 1, from post-mile 5.5 to R9.1, and segment 2, from post-mile R9.1 to R11.6 are currently operating at LOS E.						
Project Status: Project Report in revision to modify project scope from bypass to passing lanes. Design and construction to follow. Rights-of-way to be amended to separate into construction.						
Current Revenue Needs: Initial estimates were considered sufficient. However, additional revenue may be needed for environmental mitigation. A portion of ROW programmed is expected to finance construction. Although not yet delivered this project is expected to start construction this year.						
Current STIP Programming (\$ X 1,000)						
RTIP Cycle	Phase	FY	STIP	ITIP	Other	Total
	Environmental					
	Engineering	12-13	\$400			\$400
2012	Rights-of-Way	14-15	\$5,205			\$5,205
	Construction					
	Total		\$5,605			\$5,605



ATTACHMENT C – Other Significant Transportation Investments in Kern County

Project Description	Program	Year of Construction	Construction Investment	Status
Agency: City of Arvin				
Arvin - SR 223 from Old River Road to Vineland Road - Widen shoulders & install rumble strips	SHOPP	2013-14	\$3,652,000	Completed
Arvin – Bear Mountain Blvd (SR 223) Derby St. – Install traffic signals, railroad crossings, upgrade install new pavement, striping and pavement markers	SHOPP	2016-17	\$965,000	Construction to begin by 2017
Arvin – SR 223/184 construct traffic roundabout	CMAQ	2015-16	\$1,500,000	Construction to begin by 2016
Arvin – Roadway Reconstruction on Varsity Ave. from Comanche Dr. to Campus Dr.	RSTP	2015-16	\$562,698	Construction to begin by 2016

Agency: City of California City				
California City - SR 14 Widen and construct interchange at California City Blvd.	STIP	2005-06	\$62,000,000	Completed
California City - Redwood Blvd./Hacienda Blvd; reconfigure intersection; curb, gutter, raised medians, upgrade signs, striping and pavement markings	HSIP	2013-14	\$411,300	Completed
Boron Area – SR 58 West of Boron Overcrossing to SBDNO County Line – Pavement Rehabilitation	SHOPP	2014-15	\$5,175,000	Construction to begin by 2015
California City - California City Blvd. from Baron Blvd to Wonder Ave. – install safety roadway elements; reflectors, rumble strips, new striping and surface coating	HSIP	2015-16	\$378,700	Construction to begin by 2016
California City – Hacienda Blvd. - Street Rehabilitation	RSTP	2014-15	\$381,698	Construction to begin by 2015
California City – Hacienda Blvd. - Street Reconstruction	RSTP	2015-16	\$317,496	Construction to begin by 2016

Agency: City of Delano				
Delano - SR 155 at Browning Road – Construct Roundabout	SHOPP	2016-17	\$2,962,000	Construction to begin by 2017
Delano - Cecil Ave. / Albany St.; Albany St./15 th Ave.; Albany St./14 th Ave.; Albany St./13 th Ave.; SR 155 (Garces Hwy.)/Austin St.; SR 155/Belmont St.; SR 155/Dover St.; Construct raised crosswalk, bulb-outs, curb ramps; install signs and striping	SRTS	2014-15	\$393,600	Construction to begin by 2015.
Delano – Cecil Ave. at Albany St. upgrade traffic signal and install left-turn phasing	HSIP	2015-16	\$265,600	Construction to begin by 2016
Delano – High St. Resurfacing, Reconstruction and Rehabilitation	RSTP	2015-16	\$678,099	Construction to begin by 2016
Delano – Ellington St. Resurfacing, Reconstruction and Rehabilitation	RSTP	2015-16	\$336,648	Construction to begin by 2016
Delano – Fremont St. Resurfacing, Reconstruction and Rehabilitation	RSTP	2015-16	\$336,241	Construction to begin by 2016

Agency: City of Maricopa				
Maricopa - SR 166 west Of San Emigdio Creek Bridge To Route 166/99 Separation Asphalt Concrete Overlay	SHOPP	2009-10	\$15,900,000	Completed

ATTACHMENT C – Other Significant Transportation Investments in Kern County

Project Description	Program	Year of Construction	Construction Investment	Status
Agency: City of McFarland				
McFarland - SR 99 / 178 Kern Avenue & Sunny Lane Pedestrian Crossings ADA Compliance Upgrades	SHOPP	2015-16	\$12,100,000	Construction to begin by 2015
Near McFarland - SR 99 from Beardsley Canal Bridge To Route 46/99 Separation - Replace Pavement	SHOPP	2010-11	\$88,000,000	Completed
Near McFarland – SR 99 South Of Sherwood Ave to south Of Whisler Road – Construct Rumble Strip	SHOPP	2013-14	\$1,444,000	Completed
McFarland - On Perkins Avenue, Browning Avenue, Kern Avenue, construct sidewalk and curb ramps	SRTS	2012-13	\$286,750	Completed

Agency: City of Ridgecrest				
Ridgecrest - SR 178 from China Lake Blvd To Gemstone Street - Reconstruct Center Median With Raised Center Median	SHOPP	2014-15	\$2,020,000	Under Construction
Near Ridgecrest – SR 178 Red Rock Canyon Bridge #50-0178. Replace bridge	SHOPP	2013-14	\$14,450,000	Completed
Near Ridgecrest - SR 178/395 Sep to Richmond Rd. Asphalt Overlay	SHOPP	2012-13	\$3,265,000	Completed
Johannesburg – U.S. 395 from County line to SR 178 – Pavement Rehabilitation	SHOPP	2014-15	\$8,400,000	Construction to begin by 2015
Ridgecrest - China Lake Blvd/Upjohn Ave; China Lake Blvd. - install traffic signals and curb ramps	HSIP	2013-14	\$361,000	Construction to begin by 2014.
Ridgecrest - China Lake Blvd/Bowman Rd; install traffic signals; construct curb ramps, curb and gutter	HSIP	2014-15	\$440,000	Construction to begin by 2015.
Ridgecrest - Drummond Ave between Downs St and Inyo St; Widen roadway; improve alignment	HSIP	2015-16	\$293,000	Construction to begin by 2016
Ridgecrest - Seven (7) intersections); upgrade traffic signals	HSIP	2014-15	\$426,000	Construction to begin by 2015
Ridgecrest - Twelve (12) intersection (on Norma St, Downs St, Richmond Rd); install signs and pavement markings	HSIP	2014-15	\$528,000	Construction to begin by 2015
Ridgecrest - at various locations; Construct sidewalks, curb ramps, and a bus turnout; install crosswalks, speed feedback signs, and bike lane signs and pavement markings	SRTS	2015-16	\$583,400	Construction to begin by 2016
Ridgecrest – S. China Lake Blvd. Resurfacing	RSTP	2014-15	\$664,744	Construction to begin by 2015

Agency: City of Shafter				
SR 43 in the cities of Shafter and Wasco, at various intersections. Construct pedestrian curb ramps.	SHOPP	2015-16	\$1,206,000	Construction to begin by 2016
SR 43 from 0.3 Mile North Of Los Angeles St To SR 46 - Place Rubberized Hot Mix Asphalt	SHOPP	2010-11	\$13,145,000	Completed
Shafter – Tulare Ave. Resurfacing, Rehabilitation and Reconstruction	RSTP	2014-16	\$482,581	Construction to begin by 2015

ATTACHMENT C – Other Significant Transportation Investments in Kern County

Project Description	Program	Year of Construction	Construction Investment	Status
Agency: City of Taft				
Taft - SR 119 0.2 Miles East Of Weed Creek And 0.3 Miles West Of Lakeview Wash Bridge Widen Shoulders And Overlay	SHOPP	2011-12	\$3,564,000	Completed
Taft - Various locations - Construct curb ramps; install speed feedback signs, in-pavement crosswalk lights, striping and pavement markings	SRTS	2014-15	\$457,400	Construction to begin by 2015
Taft - SR 119 from 119/33 to 119/5 Sep. Br. Maintenance Asphalt Overlay	SHOPP	2012-13	\$1,460,000	Completed
Taft – Church St. Rehabilitation	RSTP	2015-16	\$224,524	Construction to begin by 2016

Agency: City of Tehachapi				
Near Tehachapi, at Sand Canyon Road Bridge No. 50-0345R. Replace bridge	SHOPP	2014-15	\$3,114,000	Construction to begin by 2015
Tehachapi - SR 58 Near Tehachapi At Summit Overhead Replace Bridge Rails and widen intersection	SHOPP	2014/18	\$2,125,000	Construction to begin by 2015
Tehachapi – SR 58 at Cache Creek Bridge – Bridge Replacement	SHOPP	2017-18	\$13,768,000	Construction to begin by 2017
Tehachapi – SR 58 at Broom Road intersection improvements	Minor	2014-15	\$2,914,000	Under Construction
Tehachapi – Tehachapi Blvd. from Steuber Rd. to Monolith St. – install traffic signals, striping, signs, sidewalks, gutters, curbing and ramps and new pavement	HSIP	2016-17	\$1,390,000	Construction to begin by 2017
Golden Hills – On Madre St., Park Rd., Golden Hills Blvd. – construct sidewalks, curb, gutter and ramps	SRTS	2014-15	\$213,000	Construction to begin by 2015
Tehachapi – Tehachapi Blvd. Rehabilitation	RSTP	2015-16	\$355,937	Construction to begin by 2016

Agency: City of Wasco				
Near Wasco - SR 46 at SR 99 Separation Bridge No. 50-0184E. Replace bridge	SHOPP	2015-16	\$21,977,000	Construction to begin by 2016
Wasco and Shafter - SR 43 at various intersections - Construct pedestrian curb ramps	SHOPP	2015-16	\$1,206,000	Construction to begin by 2016
Wasco – 7 th St. Reconstruction	RSTP	2015-16	\$640,928	Construction to begin by 2016

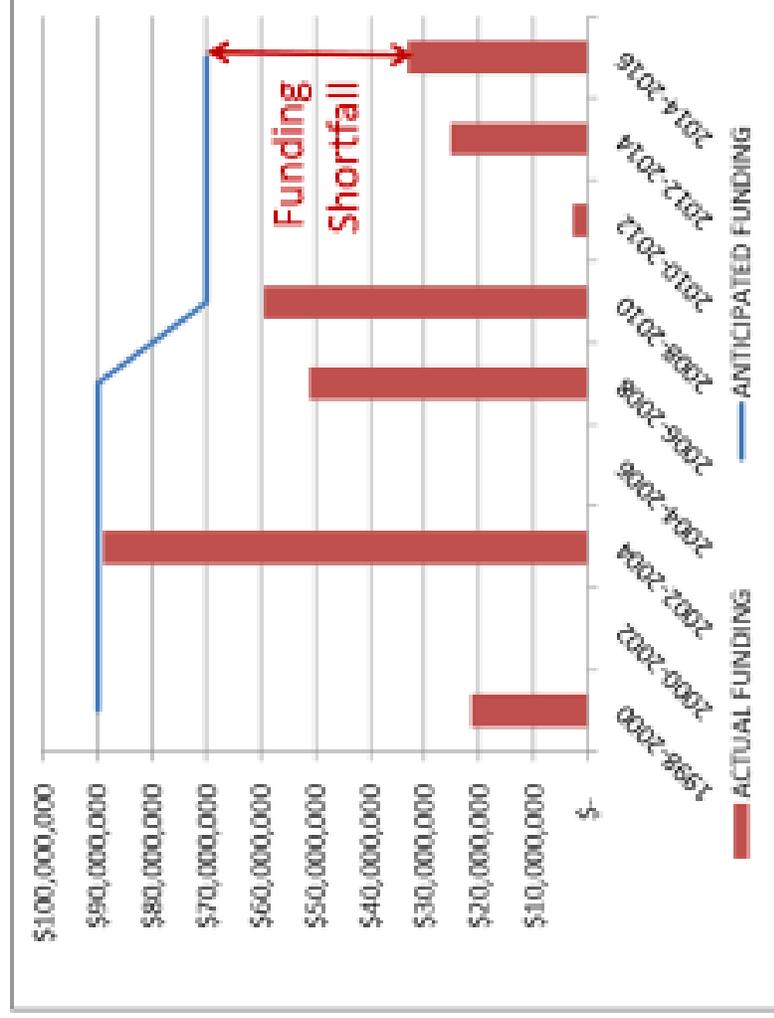
Glossary of Terms:

- ATP** “Active Transportation Program”
- HSIP** “Highway Safety Improvement Program”
- SRTS** “Safe Routes to School” Program
- SHOPP** “State Highway Operations and Protection Program”

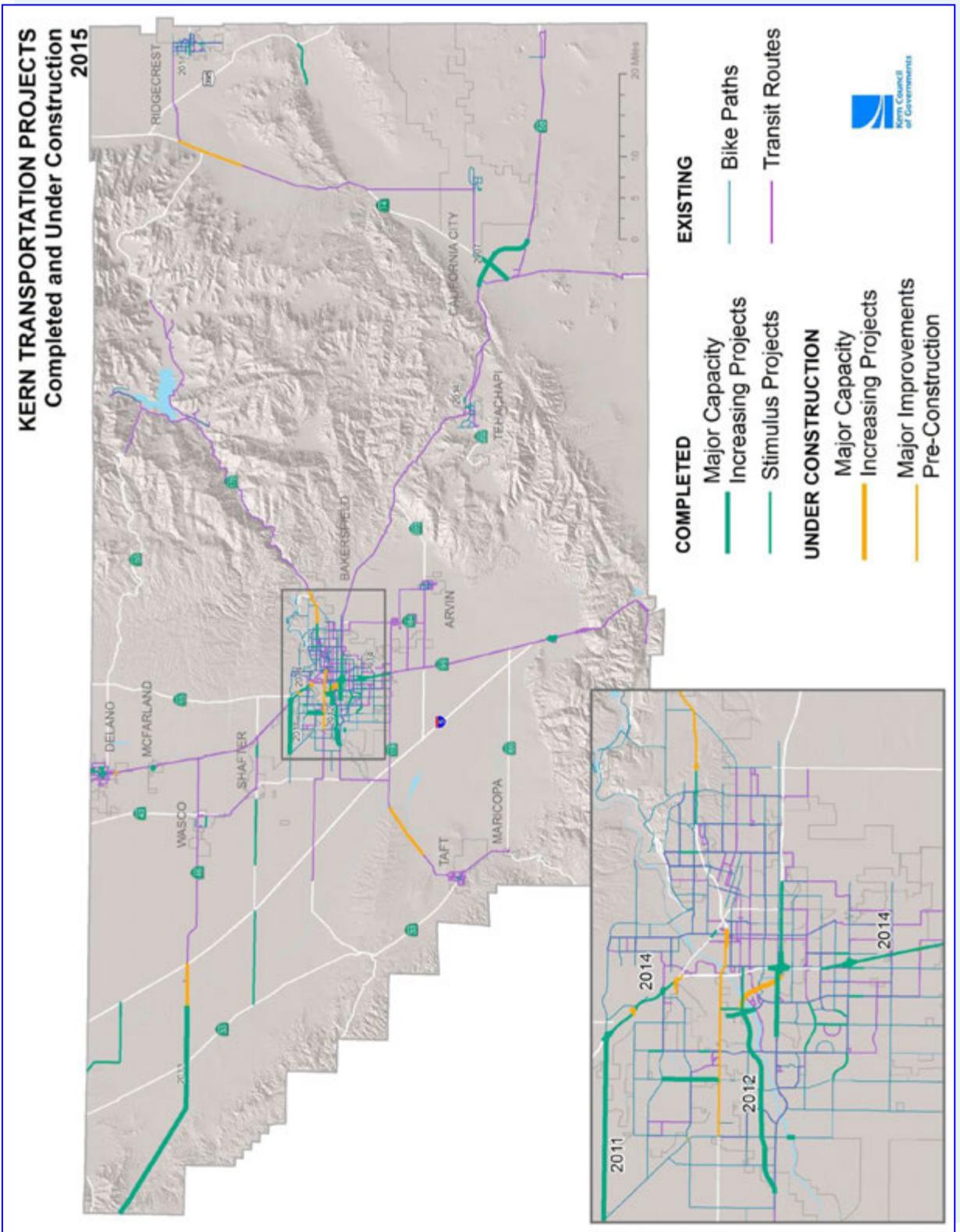
State Transportation Improvement Program for New Road Projects

2-Year Funding Cycles

Kern Regional Transportation Improvement Program (RTIP)



- Kern averages a **\$25 million shortfall per year** because of reduced state and federal funding
- 60% less funding than RTP anticipated in 1998
- \$100+ Million per year need for unfunded new projects



ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 1 OF 11

MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND KERN COUNCIL OF GOVERNMENTS

This Memorandum of Understanding is entered into, by, and between the Inyo County and Mono County Local Transportation Commission (LTC's), and the Kern Council of Governments (Kern COG).

RECITALS

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Government Code Section 29532, and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The Inyo and Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the development of State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395, from the Kern/San Bernardino County line to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR).

As evidence of the cooperation between these three RTPAs, they previously entered into a Memorandum of Understanding in January 1999 and 2001, that provided for the joint funding of certain projects on the CORRIDOR, along with the following other considerations:

1. Forming a coalition consisting of Inyo, Mono, and Kern County RTPAs;
2. Meeting regularly;
3. Developing additional MOUs to define the planning process and the CORRIDOR development plan; and
4. Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR.

The Memorandum of Understandings from January 1999 and 2001 are considered to be updated and merged into one MOU with the approval of this MOU. Since 1999, during coordination meetings between the RTPAs, projects have been identified on the CORRIDOR which they consider to be of mutual benefit and which the three RTPAs wish to jointly fund.

ROLES AND RESPONSIBILITIES

Under this MOU, Inyo, Mono, and Kern County RTPAs agree to pool Regional Improvement Program (RIP) funds (county shares) for the purpose of jointly sponsoring PROJECTS on the CORRIDOR. The RTPAs hereby request the CTC commit Interregional Improvement Program (IIP) funding toward the joint-sponsored PROJECTS.

The RTPAs agree to continue to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed change to project scope, limits, cost and/or schedule must be approved by the California Transportation Commission before becoming effective. The RTPAs agree to not change the scope, limits, cost, and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified below and in Attachment A are complete (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all of the PROJECTS have not been completed or programmed in the 2022 STIP adopted by the CTC. This MOU can only be modified or amended by mutual written consent of all parties. Likewise, future MOUs may be entered into between any or all of the parties notwithstanding this MOU. In the event funding for any of the PROJECTS is not authorized by the CTC, the provisions for funding those PROJECTS contained in this MOU shall become null and void. The 1999 and 2001 MOUs are included for reference purposes as Attachment A.

ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 2 OF 11

MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND KERN COUNCIL OF GOVERNMENTS

PROPOSED PROJECTS AND FUNDING

Proposed PROJECTS selected for joint funding under this MOU include those project components selected since the 2002 STIP that have not been constructed and are as follows:

Widen State Route 14 in Kern County to four lane expressway from P.M. 45.9 to 62.3 – Freeman Gulch project.

- Achieve Project Approval and Environmental Document (completed for all 3 segments).
- Achieve Design Approval (Segment 1 is programmed; Segment 2 programming approved in 2012 STIP; Segment 3 not yet programmed).
- Achieve Construction Approval (Segment 1 construction is programmed; Segments 2 and 3 are not yet programmed).

Widen Highway 395 in Kern County to Four-lane Expressway from P.M. 14.8 to 23 - Inyokern four-lane project.

- Achieve Project Approval and Environmental Document (Status to be determined – project was shelved by KCOG due to lack of funding).

Widen U.S. 395 in Inyo County - Olancha Cartago

A project in Mono County that has yet to be determined and is located on either US 395 or SR 120

Each party recognizes that, while no reciprocal projects are identified in the remaining Counties, the intent is to jointly fund future projects in each County. Attachment BA to this MOU reflects the latest funding needs for the PROJECTS broken out by phase and potential future STIP Cycles to deliver these projects as agreed.

Each party of this MOU agrees to program the remaining phases of these PROJECTS in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during the next STIP cycle if the MOU is terminated. The projects are to be funded as follows:

- 40% by the County RIP in which the PROJECT is located;
- 40% by the State IIP; and
- 10% each by the two remaining County's RIPs.

FREEMAN GULCH PROJECT PROVISIONS

1. Inyo and Mono LTC's agreed to advance funds to the Kern COG by each programming and additional 20% in RIP to the advancement of the Design Phase for this project in the 2012 STIP cycle.
2. As such, Kern COG agrees to reallocate the funds advanced by Inyo and Mono County LTC's in the next available STIP cycle when introducing funding for the Construction Phase of Segment 2 and prior to the introduction of new programming for the Design and Construction Phase of Segment 3.

Inyo, Mono, and Kern County RTPAs have, by separate Resolution or Minute Order authorized their duly appointed officers to execute this agreement.

ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 3 OF 11

MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND KERN COUNCIL OF GOVERNMENTS

Kern Council of Governments

[Signature] DEC 15 2014
Harold W. Hanson, Chairman Date

[Signature] 9-19-15
Phillip W. Hall, Deputy County Counsel Date

[Signature] DEC 15 2014
Ahron Hakimi, Executive Director Date

Inyo County Local Transportation Commission

[Signature]
Robert Kimball, Chairman Date

[Signature] 10/10/13
Dana Crom, Deputy County Counsel Date

[Signature] 10/16/13
Clint Quilter, Executive Director Date

Mono County Local Transportation Commission

[Signature] 11/3/14
Kathleen Cage, Chairperson Date

[Signature] 11/13/14
Marshall Rudolph, County Counsel Date

[Signature] 11/3/14
Scott Burns, Executive Director Date

CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RIP county shares with IIP funds for the purpose of jointly funding the State Highway Projects as specified in this MOU.

[Signature] 11/24/2014
Thomas P. Hallenbeck, District Director Date
Caltrans, District 9 (ACT.16)

[Signature] 12-15-2014
Shari Bender-Ehlert, District Director Date
Caltrans, District 6

Attachment A

MEMORANDUM OF UNDERSTANDING

BETWEEN

INYO COUNTY LOCAL TRANSPORTATION COMMISSION,
MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND
KERN COUNCIL OF GOVERNMENTS

This Memorandum of Understanding is entered into, by, and between the Inyo County Local Transportation Commission, the Mono County Local Transportation Commission, and the Kern Council of Governments (Kern COG).

RECITALS

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Governments Code Section 29532, and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The RTPAs have been advised that the California Transportation Commission (CTC) is encouraging Regional Transportation Planning Agencies to cooperate in the development of priorities related to the programming of State Transportation Improvement Program (STIP) funds for highway projects. Additional funding is anticipated for programming in the 1998 STIP Amendment.

The Inyo, Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the development of State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395, from Interstate 15 to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR). The RTPAs wish to further consider:

- Forming a coalition consisting of Inyo, Mono and Kern County RTPAs
- Meeting regularly
- Developing additional MOUs to define the planning process and the CORRIDOR development plan
- Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR, to include Highway 120
- At a future date invite San Bernardino RTPA to participate in the coalition and increase the scope to include the development of U.S. 395 from Interstate 15 to the Kern/San Bernardino County line.

ROLES AND RESPONSIBILITIES

Under this MOU, Inyo, Mono and Kern County RTPAs agree to pool Regional Transportation Improvement Program (RTIP) funds (county shares) for the purpose of joint sponsoring PROJECTS on

EXHIBIT 0

Attachment A

the CORRIDOR. The RTPAs hereby request the CTC commit Interregional Transportation Improvement Program (ITIP) funding toward the joint sponsored PROJECTS.

The RTPAs agree to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed changes to project scope, limits, cost and/or schedule must be approved by the California Transportation Commission before becoming effective. The RTPAs agree to not change the project scope, limits, cost and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified below are complete (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all of the PROJECTS have not been completed or programmed in the 2008 STIP adopted by the CTC. This MOU can be modified or amended by mutual written consent of all parties. This MOU does not replace or modify any other preexisting MOU between any or all parties. Likewise, future MOUs may be entered into between any or all of the parties not withstanding this MOU. In the event funding is not authorized by the CTC, this MOU shall become null and void.

PROPOSED PROJECTS AND FUNDING

For the 1998 STIP Amendment the proposed components of PROJECTS for joint funding under this agreement are:

- Widen U.S. 395 in Inyo County to four lane expressway from P.M. 30.8 to 41.6- Olancha/Cartago project. Achieve Project Approval and Environmental Document.
- Widen State Route 14 in Kern County to four lane expressway from P.M. 16.2 to 26.3- North Mojave project. Achieve Project Approval and Environmental Document.
- This MOU also incorporates PROJECT(S) to be identified on U.S. 395 and/or State Route 120 in Mono County. Prior to any PROJECTS identified in this MOU being advanced for Plans Specifications and Engineering, Mono County shall identify its PROJECT(S). PROJECT(S) identified by Mono County shall be amended into this MOU and must be agreed to by both the other parties hereto. Mono County's PROJECT(S) must be identified prior to the adoption of the 2002 STIP or this MOU shall be automatically terminated.

Each party of this MOU agrees to program the remaining phases of these projects in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during the next STIP cycle if the MOU is terminated.

Attachment A

The projects are to be funded as follows:

40% by the County RTIP in which the PROJECT is located.

40% by the State ITTP

10% each by the two remaining County's RTIPs

Inyo, Mono, and Kern County RTPAs have, by separate Resolution or Minute Order, authorized their duly appointed officers to execute this agreement.

Kern Council of Governments

Cathy L. Probst 1-11-99
Cathy Probst Date
Chairman

Kirk Perkins 1/8/99
Kirk Perkins Date
Deputy County Counsel

Ron Brummett 1/7/99
Ron Brummett Date
Executive Director

Inyo County Local Transportation Commission

Robert Kimball
Robert Kimball Date
Chairman

Paul Bruce for 1/7/99
Paul Bruce Date
County Counsel

Jeff Jewett 1-7-99
Jeff Jewett Date
Executive Director

Mono County Local Transportation Commission

Joann Ronci 1-7-99
Joann Ronci Date
Chairman

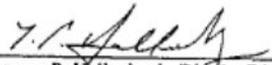
Marshall Rudolph 1/7/99
Marshall Rudolph Date
County Counsel

Scott Burns 1-7-99
Scott Burns Date
Executive Director

Attachment A

CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RTIP county shares with ITIP funds for the purposes of jointly funding the State Highway Projects as specified in the MOU.



Thomas P. Hallenbeck, District Director
Caltrans, District 09

1/7/99
Date



Bart Bohn, District Director
Caltrans, District 06

1/7/99
Date

Attachment A

**MEMORANDUM OF UNDERSTANDING
BETWEEN
INYO COUNTY LOCAL TRANSPORTATION COMMISSION,
MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND
KERN COUNCIL OF GOVERNMENTS**

This Memorandum of Understanding is entered into, by, and between the Inyo County Local Transportation Commission, the Mono County Local Transportation Commission, and the Kern Council of Governments (Kern COG).

RECITALS

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Government Code Section 29532, and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The Inyo and Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the development of State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395, from the Kern/San Bernardino County line to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR).

As evidence of the cooperation between these three RTPAs, they entered into a Memorandum of Understanding in January, 1999 that provides for the joint funding of certain projects on the CORRIDOR, along with the following other considerations:

- Forming a coalition consisting of Inyo, Mono, and Kern County RTPAs
- Meeting regularly
- Developing additional MOUs to define the planning process and the CORRIDOR development plan
- Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR, to include Highway 120

During meetings between the RTPAs additional projects have been identified on the CORRIDOR which they consider to be of mutual benefit and which the three RTPAs wish to jointly fund.

ROLES AND RESPONSIBILITIES

Under this MOU, Inyo, Mono, and Kern County RTPAs agree to pool Regional Improvement Program (RIP) funds (county shares) for the purpose of joint sponsoring PROJECTS on the CORRIDOR. The RTPAs hereby request the CTC commit Interregional Improvement Program (IIP) funding toward the joint sponsored PROJECTS.

The RTPAs agree to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed change to project scope, limits, cost and/or schedule must be approved by the California Transportation

Attachment A

Commission before becoming effective. The RTPAs agree to not change the scope, limits, cost, and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified below are complete (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all of the PROJECTS have not been completed or programmed in the 2012 STIP adopted by the CTC. This MOU can be modified or amended by mutual written consent of all parties. This MOU does not replace or modify any other preexisting MOU between any or all parties. Likewise, future MOUs may be entered into between any or all of the parties notwithstanding this MOU. In the event funding for any of the PROJECTS is not authorized by the CTC, the provisions for funding those PROJECTS contained in this MOU shall become null and void.

PROPOSED PROJECTS AND FUNDING

For the 2002 STIP the proposed components of PROJECTS for joint funding under this MOU are:

- **Widen State Route 14 in Kern County to four lane expressway from P.M. 45.9 to 62.3 – Freeman Gulch project. Achieve Project Approval and Environmental Document.**
- **Widen Highway 395 in Kern County to four lane expressway from P.M. 14.8 to 23 - Inyokern four-lane project. Achieve Project Approval and Environmental Document.**

Each party recognizes that, while no reciprocal projects are identified in the remaining Counties, the intent is to jointly fund future projects in each County.

Each party of this MOU agrees to program the remaining phases of these PROJECTS in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during the next STIP cycle if the MOU is terminated.

The projects are to be funded as follows:

- 40% by the County RIP in which the PROJECT is located
- 40% by the State IIP
- 10% each by the two remaining County's RIPs

Inyo, Mono, and Kern County RTPAs have, by separate Resolution or Minute Order, authorized their duly appointed officers to execute this MOU.

Attachment A

Kern Council of Governments:

Approved as to form:

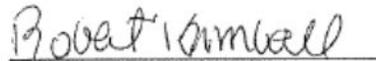

Philip Smith
Chairperson

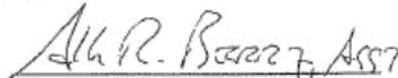

Kirk Perkins
Deputy County Counsel

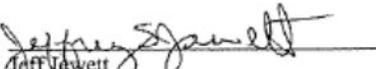

Ronald E. Brummett
Executive Director

Inyo County Local Transportation Commission

Approved as to form:

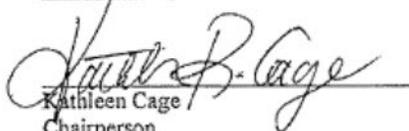

Robert Kimball
Chairman

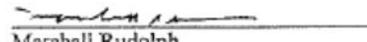

Paul Bruce
County Counsel


Jeff Veyett
Executive Director

Mono County Local Transportation Commission

Approved as to form:

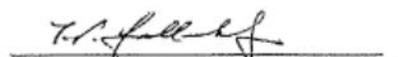

Kathleen Cage
Chairperson

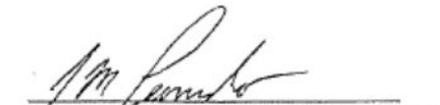

Marshall Rudolph
County Counsel


Scott Burns
Executive Director

CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RIP county shares with IIP funds for the purpose of jointly funding the State Highway Projects as specified in this MOU.


Thomas P. Hallenbeck, District Director
Caltrans, District 9


Mike Leonardo, Acting District Director
Caltrans, District 6

ATTACHMENT B

2013 Memorandum of Understanding Between Inyo County, Mono County and Kern County

MOU Programming Summary - (\$ X 1,000) - BOLD - Programmed Italic - Not Yet Programmed							
	FY	IIP	Inyo	Kern	Mono	Total	Status
(Kern) North Mojave 4-Lane		\$27,403	\$6,851	\$27,403	\$6,851	\$68,508	Constructed
(Inyo) Olancha Cartago		\$49,071	\$49,071	\$12,268	\$12,268	\$122,678	Final Environmental
Environmental	7/8	\$2,749	\$2,749	\$687	\$687	\$6,872	In Progress
Design	12/13	\$2,051	\$2,051	\$513	\$513	\$5,128	Not Started
Rights-of-Way	14/15	\$6,620	\$6,620	\$1,655	\$1,655	\$16,550	Not Started
Construction	17/18	\$37,400	\$37,400	\$9,350	\$9,350	\$93,500	Proposed in 2014 Cycle
(Mono) High Point		\$597	\$150	\$150	\$597	\$1,494	Constructed
Environmental	2/3	\$541	\$135	\$135	\$541	\$1,352	Completed
Design	7/8	\$56	\$15	\$15	\$56	\$142	Completed
Since the remainder of this project was delivered in the state highway maintenance program (SHOPP) - (figures below) another project will be selected for Mono County at a future date, as reflected in the MOU.							
Design	11/12					\$1,770	Completed
Rights-of-Way	11/12					\$288	Completed
Construction	11/12					\$20,100	Completed
(Kern) Inyokern		\$1,240	\$310	\$1,240	\$310	\$3,100	Shelved
Environmental	2/3	\$1,240	\$310	\$1,240	\$310	\$3,100	
This project is currently shelved but still part of the MOU.							
(Kern) Freeman Gulch Env.		\$779	\$195	\$779	\$195	\$1,948	Completed
Environmental	2/3	\$779	\$195	\$779	\$195	\$1,948	
This project was broken into segments to facilitate financing over multiple funding cycles. See segment information below.							
(Kern) Freeman Gulch Seg. 1		\$17,955	\$4,489	\$17,955	\$4,489	\$44,888	In Design
Design	12/13	\$1,000	\$250	\$1,000	\$250	\$2,500	In Progress
Rights-of-Way	14/15	\$4,520	\$1,130	\$4,520	\$1,130	\$11,300	Not Started
Construction	16/17	\$12,435	\$3,109	\$12,435	\$3,109	\$31,088	Not Started
(Kern) Freeman Gulch Seg. 2		\$19,075	\$3,258	\$19,075	\$3,258	\$44,666	In Design
Design	15/16	\$1,300	\$975	\$0	\$975	\$3,250	In Progress
Rights-of-Way	16/17	\$3,044	\$2,283	\$0	\$2,283	\$7,610	Not Started
Construction	Future	\$14,731	\$0	\$19,075	\$0	\$33,806	
(Kern) Freeman Gulch Seg.3		\$21,726	\$5,419	\$21,726	\$5,419	\$54,290	Not Started
Design	Future	\$2,840	\$460	\$2,840	\$460	\$4,600	Not Programmed
Rights-of-Way	Future	\$510	\$115	\$510	\$115	\$1,250	Not Programmed
Construction	Future	\$19,376	\$4,844	\$19,376	\$4,844	\$48,440	Not Programmed
Total :		\$137,846	\$69,743	\$100,596	\$33,387	\$341,572	
		IIP	Inyo	Kern	Mono		County Total
Inyo		\$49,071	\$49,071	\$12,268	\$12,268		\$122,678
Kern		\$88,178	\$20,522	\$88,178	\$20,522		\$217,400
Mono		\$597	\$150	\$150	\$597		\$1,494
Total By Agency		\$137,846	\$69,743	\$100,596	\$33,387		\$341,572
Agency		Outside County	Received in	County			Total Expended by County
Inyo	\$		20,672	\$	122,678	\$	69,743
Kern	\$		12,418	\$	217,400	\$	100,596
Mono	\$		32,790	\$	1,494	\$	33,387

Programming indicated above reflects both advanced phases from previous STIP cycles in addition to future needs. Cost estimates are subject to revision.



March 19, 2015

TO: Transportation Technical Advisory Committee
STIP Project Managers
Interested Persons

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

Joseph Stramaglia,
Regional Planner



SUBJECT: **SAVE THE DATES - 2016 RTIP WORKSHOPS**

Please make a note of the following dates regarding 2016 Regional Transportation Improvement Program Workshops. Notifications will be sent out as each Workshop approaches. Meeting "in-person" is preferred but a teleconference number will be provided upon request. The purpose of the workshops will be to advise interested parties on the status of regionally significant projects advancing through the STIP, Fund Estimate capacity proposed by the California Transportation Commission and course of action anticipated by Kern COG staff based on the previous RTIP outcomes, current needs and evolving STIP Guidelines.

Scheduled 2016 RTIP Workshop dates are listed below:

- Wednesday July 22, 2015
- Wednesday August 12, 2015
- Wednesday September 23, 2015
- Location: Kern COG Board Room
- Time: 9:30 AM to 11:00 AM.

The August 12, 2015 will be cancelled.

Draft 2016 STIP FE Program Capacity

Estimated Program Capacity Available, All Funds								
Fund Estimate Five-Year Period								
(\$ millions)								
	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
2016 FE SHOPP Target Capacity	\$2,300	\$2,300	\$2,400	\$2,400	\$2,400	\$2,500	\$12,000	\$14,300
2014 SHOPP Program ¹	2,507	2,440	2,440	0	0	0	4,880	7,387
Net Difference	(\$207)	(\$140)	(\$40)	\$2,400	\$2,400	\$2,500	\$7,120	\$6,913
Cumulative Difference	(\$207)	(\$347)	(\$387)	\$2,013	\$4,413	\$6,913		
2016 FE STIP Target Capacity	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
SHA Program Capacity	\$328	\$365	\$380	\$430	\$500	\$500	\$2,173	\$2,502
PTA Program Capacity	50	40	40	40	40	40	200	250
Total 2016 FE STIP Target Capacity	\$378	\$405	\$420	\$470	\$540	\$540	\$2,373	\$2,752
2014 STIP Program ²	554	813	682	673	0	0	2,167	2,721
Net Difference	(\$176)	(\$408)	(\$261)	(\$203)	\$540	\$540	\$206	\$30
Cumulative Difference	(\$176)	(\$584)	(\$846)	(\$1,049)	(\$509)	\$30		

Notes:
 General note: Program capacity includes construction, right-of-way, and capital outlay support.
¹ 2014 SHOPP Program totals from Transportation Programming.
² 2014 STIP Program estimates including time extensions and advances as of June 30, 2015 (provided by Commission staff).

- Target Capacity = commitments + new capacity
- Total SHOPP capacity is \$12.0 billion over the FE period
- Total STIP capacity is \$2.4 billion over the FE period



August 5, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

BY: Raquel Pacheco,
Regional Planner

SUBJECT: TTAC AGENDA NUMBER VIII.
PROJECT ACCOUNTABILITY TEAM REPORT

DESCRIPTION:

100% of RSTP and TE projects have approved funding authorization. 82% of CMAQ projects have approved funding authorization. The remaining CMAQ project and all the transit projects are awaiting funding authorization.

DISCUSSION:

On January 3, 2007, the TTAC agreed to meet for monthly project status meetings. This meeting brings to the forefront Congestion Mitigation Air Quality (CMAQ), Regional Surface Transportation Program (RSTP), Transportation Enhancement (TE), and Transit Program project delivery commitments in current and future fiscal years of the Federal Transportation Improvement Program (FTIP). On October 19, 2010, Transportation Development Act (TDA) Article 3 projects were added to the agenda. The forum is ideal to discuss new requirements or announcements such as training opportunities or programming approvals. Caltrans staff is invited to assist project managers and provide updates on specific requests.

HIGHLIGHTS of July 21, 2015 meeting

1. ATP Cycle 2 Statewide competition project list will be approved by the California Transportation Commission (CTC) in October. The Kern COG ATP project list will be approved regionally in November, then approved by the CTC in December.
2. Kern COG staff will contact agencies with older TDA Article 3 to discuss deliverability.
3. CMAQ & RSTP applications are due September 3rd by 4:00 PM.
4. Score Card – 59% of projects have approved funding authorization; 41% is awaiting funding authorization. 100% of RSTP and TE projects have approved funding authorization. 82% of CMAQ projects have approved funding authorization. The remaining CMAQ project and all the transit projects are awaiting funding authorization.

Enclosure: July 21, 2015 Project Accountability Team meeting notes
July 21, 2015 Score Card for fiscal year 14/15
July 21, 2015 FY 14/15 project list
July 2, 2015 TDA Article 3 project list

ACTION: Information.

Project Accountability Team Meeting

Tuesday, July 21, 2015
Meeting held at Kern Council of Governments

Attendees:

Pedro Nunez, Delano
Dennis McNamara, McFarland
Alex Gonzalez, Shafter
Jeremy Bowman, Wasco

Raquel Pacheco, Kern COG
Rochelle Invina, Kern COG
Peter Smith, Kern COG

DRAFT Notes

1. Introductions confirmed attendees.
2. **Active Transportation Program (ATP) Cycle 1 Delivery** – Ms. Pacheco discussed that ATP allocation vote requests must be approved during the state fiscal year which is July 1 to June 30. If the ATP project has federal funding, it also requires approval of a request for authorization. Ms. Pacheco noted that the next opportunity to submit allocation vote for projects programmed in FY 15/16 must be submitted to Caltrans by August 24, 2015 for the October California Transportation Commission (CTC) meeting.
3. **ATP Cycle 2 Program of Projects Timeline** – A copy of the June 18, 2015 Kern COG Board staff report regarding the ATP grant applications was provided. Mr. Smith reported that the ATP Cycle 2 Statewide competition project list will be approved by the California Transportation Commission (CTC) in October. The Kern COG ATP project list will be approved regionally in November, then approved by the CTC in December.
4. **TDA Article 3 Project Status** – Mr. Smith noted that projects should be completed in three years. Mr. Smith sends letters notifying agencies of the status of their older projects. Once projects are deemed undeliverable the funding goes back into the TDA Article 3 pot for future cycles.
5. **2015-2016 TDA Article 3 Project List** – Mr. Smith provided a copy the draft 2015-2016 TDA Article 3 project list. The list will be presented for approval to the TTAC and the Board in August.
6. **Roundtable presentations** – Each agency, represented, gave a project update only if new information was available for 2014-2015 projects. **See updates in the project list attached.**
 - A. **CMAQ Substitution** – Ms. Pacheco discussed that since the CMAQ call for projects will be for projects in FY 16/17 and FY 17/18, the CMAQ Substitution projects will likely need to have request for authorization approval by February 2016. Agencies need to evaluate if they will be able to get approval in time or if they need to re-apply as part of the new call for projects.
7. **Announcements** – CMAQ and RSTP applications are due September 3, 2015 by 4:00 PM.
8. **Conclude Meeting / Next meeting** – September 15, 2015 at Kern COG

July 21, 2015

TO: TTAC Members and Project Managers

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco, Regional Planner

RE: Monthly Project Delivery Score Card



Federal Transportation Improvement Program

Federal/State \$ in FY 14/15				
FY 2014-15	No. of Projects	Preliminary Engineering	Construction	% of funding
RSTP	16	\$44,133	\$10,320,985	
CMAQ	17	\$270,743	\$9,630,477	
TE	4	\$0	\$1,832,000	
Transit	4	\$0	\$12,237,214	
Totals	41	\$314,876	\$34,020,676	100%
1. Not Submitted				
	No. of Projects	Preliminary Engineering	Construction	% of funding
RSTP	0	\$0	\$0	
CMAQ	0	\$0	\$0	
TE	0	\$0	\$0	
Transit	0	\$0	\$0	
Total	0	\$0	\$0	0%
2. Submitted				
	No. of Projects	Preliminary Engineering	Construction	% of funding
RSTP	0	\$0	\$0	
CMAQ	1	\$0	\$1,830,374	
TE	0	\$0	\$0	
Transit	4	\$0	\$12,237,214	
Total	5	\$0	\$14,067,588	41%
3. State/Federal Approvals				
	No. of Projects	Preliminary Engineering	Construction	% of funding
RSTP	16	\$44,133	\$10,320,985	
CMAQ	16	\$270,743	\$7,800,103	
TE	4	\$0	\$1,832,000	
Transit	0	\$0	\$0	
Total	36	\$314,876	\$19,953,088	59%

Federal Transportation Improvement Program - Fiscal Year 2014/2015
RSTP, CMAQ, TE, Transit

Lead	PIN	Project No./ Grant No.	Description	Federal FY 14/15 PE	Federal FY 14/15 CON	FY 14/15 Total	Date Expect to Submit	Note
Arvin	KER140401	STPL-5370(026)	IN ARVIN: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Varsity Ave)	\$0	\$47,443	\$53,590	PE-done	3
Bakersfield	KER140402	STPL-5109(215)	IN BAKERSFIELD: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Gosford Rd)	\$0	\$3,810,999	\$4,304,755	CON-done	3
Bakersfield	KER140507	CML-5109(214)	IN BAKERSFIELD: GROUPED PROJECTS FOR SAFETY IMPROVEMENTS (Harris Rd)	\$0	\$301,000	\$340,000	CON-done	3
Cal. City	KER140403	STPL-5399(024)	IN CALIFORNIA CITY: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Hacienda Blvd: Redwood)	\$0	\$38,922	\$43,965	PE-done	3
Delano	KER140404	STPL-5227(052)	IN DELANO: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (High St, Ellington St, Fremont St)	\$0	\$61,971	\$70,000	PE-done	3
Delano	KER150802		IN DELANO: OPERATING ASSISTANCE CA-90-Z255	\$0	\$946,734	\$1,893,468	June 2015	2
Delano	KER150803		IN DELANO: PURCHASE OF THREE REPLACEMENT DIESEL BUSES CA-90-Z255	\$0	\$348,000	\$435,000	June 2015	2
GET	KER140502	FTACML-6013(020)	IN BAKERSFIELD: ON THE CALIFORNIA STATE UNIVERSITY, BAKERSFIELD CAMPUS; CONSTRUCTION OF PUBLIC TRANSIT CENTER CA-95-X326	\$115,960	\$0	\$130,985	June 2015	3
GET	KER140804		IN BAKERSFIELD: PREVENTIVE MAINTENANCE CA-90-Z275	\$0	\$10,742,480	\$13,428,100	June 2015	2
GET	KER140806		IN BAKERSFIELD: FIFTEEN BUS SHELTERS CA-90-Z275	\$0	\$200,000	\$250,000	June 2015	2
KCOG	KER140414	STPLNI-6087(047)	IN KERN COUNTY: REGIONAL TRAFFIC COUNT PROGRAM	\$0	\$79,677	\$90,000	CON-done	3
KCOG	KER140501	CMLNI-6087(048)	IN KERN COUNTY: RIDESHARE PROGRAM	\$0	\$186,724	\$210,917	CON-done	3
KCSS	KER140505	CML-6332(006)	IN BAKERSFIELD: CNG FUELING STATION EXPANSION	\$0	\$1,222,230	\$1,388,910	CON-done	3
Kern Co.	KER121002	RPSTPLE-5950(379)	IN RIDGECREST: COLLEGE HEIGHTS BLVD FROM DOLPHIN AVE TO CERRO COSO COMMUNITY COLLEGE; CONSTRUCT PEDESTRIAN PATH AND LANDSCAPE IMPROVE	\$0	\$377,000	\$425,000	June 2015	3
Kern Co.	KER121004	RPSTPLE-5950(383)	IN TEHACHAPI: TEHACHAPI CUMMINGS WATER DISTRICT PROPERTY FROM HIGHLINE RD TO VALLEY BLVD; CONSTRUCT BIKE/PEDESTRIAN PATH	\$0	\$396,000	\$504,000	CON-done	3
NOTES	Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved. 2a. Allocation request to CTC. A. Amendment pending							

Federal Transportation Improvement Program - Fiscal Year 2014/2015
RSTP, CMAQ, TE, Transit

Lead	PIN	Project No./ Grant No.	Description	Federal FY 14/15 PE	Federal FY 14/15 CON	FY 14/15 Total	Date Expect to Submit	Note
Kern Co.	KER140405	STPCML- 5950(389),(392)	IN KERN COUNTY: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Old River Rd, Rowlee Rd)	\$0	\$5,879,762	\$6,641,762	CON-done	3
Kern Co.	KER140504		IN KERN COUNTY: PURCHASE FOUR REPLACEMENT CNG COACHES	\$0	\$1,830,374	\$2,067,518	April 2015	2
Kern Co.	KER140506	CML-5950(386) CML-5950(385)	IN BAKERSFIELD: GROUPED PROJECTS FOR INTERSECTION SIGNALIZATION (Snow Rd at Coffee, Snow Rd at Calloway)	\$0	\$480,000	\$600,000	CON-done	3
Kern Co.	KER140509	CML-5950(387), (390),(391),(393),(394) STPCML- 5950(389),(392)	IN KERN COUNTY: GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS (Buena Vista Blvd, Old River Rd, Rowlee Rd, Heath Rd, Renfro Rd, Holloway Rd, Banducci Rd)	\$0	\$5,610,149	\$6,900,000	CON-done	3
McFarland	KER140406	STPL-5343(007)	IN MCFARLAND: KERN AVE: 2ND ST TO 3RD ST; LANDSCAPING AND PEDESTRIAN IMPROVEMENTS	\$35,280	\$0	\$39,851	PE-done	3
McFarland	KER140510	CML-5343(006)	IN MCFARLAND: ALONG ELMO HWY AND BROWNING RD; PAVE SHOULDERS AND INSTALL CLASS II BIKE LANE FACILITIES	\$28,428	\$0	\$32,112	PE-done	3
Ridgecrest	KER140407	STPL-5385(056)	IN RIDGECREST: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (S. China Lake: Bowman to College Heights)	\$0	\$89,503	\$101,100	PE-done	3
Ridgecrest	KER140512	CML-5385(055)	IN RIDGECREST: NORTH WARNER ST FROM DRUMMOND AVE TO WEST HOWELL AVE; SURFACE UNPAVED STREET	\$40,307	\$0	\$45,530	PE-done	3
Shafter	KER140408	STPL-5281(020)	IN SHAFTER: GROUPED PROJECT FOR NON-CAPACITY WIDENING (NO ADDITIONAL TRAVEL LANES) (Tulare Ave)	\$0	\$228,000	\$277,000	CON-done	3
State	KER140410	STPL-6206(024)	IN MARICOPA: SR 33 AT STANISLAUS ST; INSTALL RECTANGULAR RAPID FLASHING BEACON NEAR PEDESTRIAN CROSSING	\$8,853	\$0	\$10,000	CON-done	3
NOTES	Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved. 2a. Allocation request to CTC. A. Amendment pending							

**Federal Transportation Improvement Program - Fiscal Year 2014/2015
RSTP, CMAQ, TE, Transit**

Lead	PIN	Project No./ Grant No.	Description	Federal FY 14/15 PE	Federal FY 14/15 CON	FY 14/15 Total	Date Expect to Submit	Note
Taft	KER121008	RPSTPLE-5193(036)	IN TAFT: SUNSET RAILROAD CORRIDOR FROM 2ND ST TO SR 119; CONSTRUCT BIKE/PEDESTRIAN PATH	\$0	\$594,000	\$671,000	CON-done	3
Taft	KER140411	STPL-5193(038)	IN TAFT: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Church St)	\$0	\$17,230	\$19,823	PE-done	3
Taft	KER140513	CML-5193(037)	IN TAFT: SUPPLY ROW ST BETWEEN S 4TH ST AND S 6TH ST; CONSTRUCT PARK-AND-RIDE	\$86,048	\$0	\$97,197	PE-done	3
Tehachapi	KER121009	RPSTPLE-5184(022)	IN TEHACHAPI: TEHACHAPI BLVD FROM SNYDER AVE TO DENNISON RD; CONSTRUCT SIDEWALK, PEDESTRIAN LIGHTING, & LANDSCAPE IMPROVEMENTS	\$0	\$465,000	\$529,000	CON-done	3
Tehachapi	KER140412	STPL-5184(024)	IN TEHACHAPI: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Tehachapi Blvd)	\$0	\$20,890	\$24,000	PE-done	3
Wasco	KER140413	STPL-5287(038)	IN WASCO: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (7th St and Central Ave)	\$0	\$46,588	\$52,625	PE-done	3
Various	KER110601	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS -HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP). [Ridgecrest]						
		HSIPL-5385(049)	Ridgecrest: China Lake Blvd/Bowman Rd	\$0	\$369,000	\$410,000	PE - done CON - June	3,3
		HSIPL-5385(050)	Ridgecrest: Drummond Ave	\$0	\$223,200	\$248,000	PE - done CON - Aug	3,1
Various	KER110602	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS -SAFE ROUTES TO SCHOOL FEDERAL PROGRAM. [Kern County]						
		SRTSL-5950(388)	Kern County: Various locations SRTS3-06-007	\$0	\$263,000	\$263,000	CON-done	3
Various	KER140601	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS -HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP). [Arvin, California City, Delano, Tehachapi]						
		HSIPLN-5370(025)	Arvin: Bear Mountain/Derby HSIP6-06-001	\$0	\$543,000	\$543,000	PE- done	3,1
		HSIPL-5399(023)	California City: California City Blvd HSIP6-09-001	\$0	\$781,098	\$781,098	PE- done	3,2
		HSIPL-5227(047)	Delano: Cecil Ave/Albany St HSIP6-06-004	\$0	\$265,556	\$265,556	PE- done	3,1
		HSIPL-5184(023)	Tehachapi: HSIP6-09-002	\$0	\$1,209,889	\$1,209,889	PE- done	3,2

Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved.
2a. Allocation request to CTC.

NOTES A. Amendment pending

Transportation Development Act Article 3 Program

Project Status

Status Code: 1=Not Started 2=Under Construction 3=Completed

Jurisdiction	Auth. Date	Auth Order	Project Name	Funding	Status Code	
Arvin	9/19/2013	MO#13-03	Bike Rack	\$1,000	1	
Arvin	9/18/2014	MO#14-04	Pedestrian Improvements at DiGiorgio Park	\$44,200	1	
Bakersfield	9/18/2008	MO#08-06	Bike Bakersfield Safety Program	\$42,000	2	On-going
Bakersfield	9/20/2012	MO#12-03	Ped Improve on Columbus from River to Haley (I of II)	\$0	3	Completed, billing competed June 6, 2014 \$26,892
Bakersfield	9/20/2012	MO#12-03	Ped Improve on Brundage from Oleander to "H" (I of II)	\$0	3	Completed, billing competed June 6, 2014 \$20,733
Bakersfield	9/19/2013	MO#13-03	Ped Improve on Columbus from River to Haley (II of II)	\$0	3	Completed, billing competed June 6, 2014 \$60,008
Bakersfield	9/19/2013	MO#13-03	Ped Improve on Brundage from Oleander to "H" (II of II)	\$0	3	Completed, billing competed June 6, 2014 \$46,267
Bakersfield	9/19/2013	MO#13-03	Bike Lane on Akers btwn McKee-Wilson (I of II)	\$112,149	3	Billed \$69,749.24 October 24, 2014 Processed
Bakersfield	9/18/2014	MO#14-04	Bike Lane on Akers btwn McKee-Wilson (II of II)	\$111,051	2	Under Construction
Bakersfield	9/18/2014	MO#14-04	Bike Lane on Haggin Oaks from Ming to Camino Media	\$12,500	2	Under Construction
Bakersfield	9/18/2014	MO#14-04	SW bike lanes on Various Streets (I of III)	\$48,333	2	Under Construction
Bakersfield	9/18/2014	MO#14-04	Bike Lanes on Stockdale Highway from Renfro to Allen Road	\$25,100	2	Awarded
Bakersfield	9/18/2014	MO#14-04	Bike Lanes on Snow Road from Allen to Norris Road`	\$25,200	2	Awarded
Bakersfield	9/18/2014	MO#14-04	Countdown heads at 50 locations (I of III)	\$79,060	2	Construction contract awarded, awaiting start
California City	9/20/07	MO#07-03	Bike Safety Program	\$1,000	1	
California City	10/15/09	MO#09-01	Hacienda Blvd Phase 1 (I of II)	\$0	3	Completed, Billing Paid \$132,082
California City	10/21/2010	MO#10-03	Hacienda Blvd Phase 1 (II of II)	\$0	3	Completed, Billing Paid \$132,082
California City	10/21/2010	MO#10-03	Hacienda Blvd Phase 2	\$0	3	Completed, Billing Paid \$175,000
				\$1,000		
Delano (No Projects)						
Kern County	9/15/2011	MO#11-01	West Side SR 184 Ped Path DiGiorgio to Collison (I of III)	\$87,000	2	Construction anticipated in Spring 2014
Kern County	9/20/2012	MO#12-03	Ped Improve on Niles from Virginia to Oswell (I of III)	\$51,862	1	Construction anticipated in Fall 2014
Kern County	9/20/2012	MO#12-03	Oak Creek Bikepath from Koch to Deaver (II of II)	\$0	3	Completed Pmt rec'd 8/24/2013 \$135,000
Kern County	9/20/2012	MO#12-03	West Side SR 184 Ped Path DiGiorgio to Collison (II of III)	\$87,000	2	Construction anticipated in Spring 2014
Kern County	9/19/2013	MO#13-03	West Side SR 184 Ped Path DiGiorgio to Collison (III of III)	\$87,000	2	Construction anticipated in Spring 2014
Kern County	9/19/2013	MO#13-03	Ped Improve on Niles from Virginia to Oswell (II of III)	\$146,507	2	Construction anticipated in Fall 2014
Kern County	9/19/2013	MO#13-03	Ped on Niles btwn Lynwood and Morning (I of II)	\$15,000	1	Construction anticipated in Fall 2014
Kern County	9/18/2014	MO#14-04	Ped on Niles btwn Lynwood and Morning (II of II)	\$100,000		
Kern County	9/18/2014	MO#14-04	Ped Improve on Niles from Virginia to Oswell (III of III)	\$146,507		
Maricopa	9/15/2011	MO#11-01	Bike Safety Program	\$1,000	1	

Transportation Development Act Article 3 Program

Project Status

Status Code: 1=Not Started 2=Under Construction 3=Completed

Jurisdiction	Auth. Date	Auth Order	Project Name	Funding	Status Code
McFarland	9/19/2013	MO#13-03	Bike Safety Program	\$1,000	1 Billed 923.99 September 24, 2014, In Process
McFarland	9/19/2013	MO#13-03	Bicycle Parking	\$1,000	1 Billed \$995.16 September 24, 2014 In Process
McFarland	9/18/2014	MO#14-04	Bicycle Parking	\$1,000	1
McFarland	9/18/2014	MO#14-04	Bike Safety Program	\$1,000	1
McFarland	9/18/2014	MO#14-04	Bike lanes on Mast Street and on Taylor Street	\$24,150	1
Ridgecrest	9/20/2012	MO#12-03	Bowman Road Bikepath on Richmond (I of II)	\$106,275	2 Project going to design
Ridgecrest	9/19/2013	MO#13-03	Bowman Road Bikepath on Richmond (II of II)	\$156,109	2
Shafter	10/15/2009	MO#09-01	SR 43 Sidewalks from Meyer Ave to Tulare (I of III)	\$25,617	1 Awaiting funding phasing
Shafter	9/20/2012	MO#12-03	SR 43 Sidewalks from Meyer Ave to Tulare (II of III)	\$79,264	1 Awaiting funding phasing
Shafter	9/19/2013	MO#13-03	SR 43 Sidewalks from Meyer Ave to Tulare (III of III)	\$79,264	1
Taft	10/15/2009	MO#09-01	Sunset Railway Rails to Trails Phase 2 (I of III)	\$85,190	2 In Design Billed \$41,493.63 on May 31, 2012
Taft	10/21/2010	MO#10-03	Sunset Railway Rails to Trails Phase 2 (II of III)	\$139,716	2 In Design
Taft	9/15/2011	MO#11-01	Bike Rack at Oil Monument	\$1,000	3 Completed
Taft	9/15/2011	MO#11-01	Sunset Railway Rails to Trails Phase 2 (III of III)	\$139,716	2 In Design
Taft	9/19/2013	MO#13-03	Bike Rack	\$1,000	1
Tehachapi	10/15/2009	MO#09-01	Bicycle Parking Rack	\$1,000	3 Completed, awaiting billing
Tehachapi	10/15/2009	MO#09-01	Bicycle Safety Program	\$1,000	3 Completed, awaiting billing
Tehachapi	10/21/2010	MO#10-03	Bike Rack at Manzanita Park	\$1,000	3 Completed, awaiting billing
Tehachapi	10/21/2010	MO#10-03	Davis Street Sidewalk	\$55,000	2 In Design
Tehachapi	9/20/2012	MO#12-03	Bicycle Master Plan Implementation Phase I	\$160,000	1
Tehachapi	9/20/2012	MO#12-03	Bicycle Safety Program	\$1,000	1
Tehachapi	9/20/2012	MO#12-03	Bicycle Parking Rack	\$1,000	1
Tehachapi	9/19/2013	MO#13-03	Bike Locker at airport	\$2,400	3 Paid Invoice June 6, 2014
Tehachapi	9/18/2014	MO#14-04	Class I bikepath on N. Tehachapi Bvd from Hayes to E. of Stuber (I of III)	\$121,158	1
Wasco	9/15/2011	MO#11-01	Bike Safety Program	\$1,000	3 Partial Payment of \$497 on June 6,2014
Wasco	9/20/2012	MO#12-03	Pedestrian Improvements on 7th Street	\$23,507	3 Completed and paid.
Wasco	9/20/2012	MO#12-03	Bike Safety Program	\$1,000	1
Wasco	9/18/2014	MO#14-04	Bike Safety Program	\$1,000	1

Current as of July 2, 2015



August 5, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Raquel Pacheco,
Regional Planner

SUBJECT: TTAC AGENDA NUMBER IX.
FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)
AMENDMENT NO. 11 – TIMELINE

DESCRIPTION:

Upcoming amendment schedule for 2015 FTIP Amendment No. 11.

DISCUSSION:

Amendments to the Federal Transportation Improvement Program (FTIP) are a normal part of the management and use of the FTIP. The upcoming amendment will include revisions to the State Highway Operations and Protection Program as well as the introduction of new FTA Section 5307 projects. The next amendment schedule is provided below for your reference.

2015 FTIP AMENDMENT	
Public review period begins	Friday, August 7, 2015
TPPC meeting – public hearing	Thursday, August 20, 2015
Public review period ends	Friday, August 21, 2015
Regional approval	Monday, August 24, 2015
State approval	September 2015
Federal approval	October 2015

Action: Information.



August 5, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi
Executive Director

BY: Robert R. Phipps
Administrative Services Director

SUBJECT: TTAC AGENDA NUMBER X.
KERN COG POLICY AND PROCEDURES MANUAL REVISION – PLANNING POLICIES' UPDATE

DESCRIPTION:

The Kern COG Policy and Procedures Manual is the compilation of the practices set forth to govern the agency's daily operations. Staff has prepared revisions to the policies and procedures governing specific planning activities.

DISCUSSION:

Revisions have been developed for the Planning and Services Section of the Kern COG Policy and Procedures Manual. The basis for each change is as follows:

- 1) Generally revise *Articles I-III, the Regional Transportation Plan (RTP); Regional Transportation Improvement Program (RTIP) and; Project Delivery Policies and Procedures* to update and conform Kern COG policies with recent federal transportation law and revised project delivery procedures.
- 2) *Article II RTIP: Reduce redundancy regarding RTIP development through reference to Kern COG's "Project Selection Policy and Guidance" document.*
- 3) *Article III, Project Delivery Policies and Procedures, Conformity Analysis: Update with Web address link to most recent air quality conformity rules from the U.S. Environmental Protection Agency.*
- 4) *Article III, Project Delivery Policies and Procedures, Active Transportation Project Development: Delete and replace references to the federal Transportation Enhancement program with new policies governing the Active Transportation Program.*
- 5) *Article III, Project Delivery Policies and Procedures, Monitoring Federal Aid Projects: Update with references to Kern COG's "Project Selection Policy and Guidance" document as inclusive of federal and state law.*
- 6) *Article III, Project Delivery Policies and Procedures, Monitoring Federal Aid Projects, Monitoring Process: Update references to Planning, Programming and Monitoring funds.*

ACTION:

Approve the Kern COG Policy and Procedures Manual revisions.

ARTICLE I. REGIONAL TRANSPORTATION PLAN

Section 1. General

The Regional Transportation Plan (RTP) is a long-range document (minimum of 20 years) that establishes a set of regional transportation goals, policies, and actions intended to guide development of the planned multimodal transportation systems in Kern County. It is developed through a continuing, comprehensive, and cooperative planning process, and provides for effective coordination between local, regional, state and federal agencies. The Action Element of the RTP includes the federally required Congestion Management Program (CMP) which is designed to ensure that a balanced transportation system is developed, relating population and traffic growth, land use decisions, performance standards, and air quality improvements.

The California Legislature established itself as a national leader in addressing climate change issues with passage of two bills: Assembly Bill 32 (AB 32) in 2006 and Senate Bill 375 (SB 375) in 2008. Assembly Bill 32 – The California Global Warming Solutions Act of 2006 specifies that by the year 2020, greenhouse gas emissions within the state must be at 1990 levels. The Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375) requires that RTPs include a Sustainable Communities Strategy (SCS) that reduces greenhouse gas emissions from passenger vehicles and light-duty trucks.

Pursuant to the California Environmental Quality Act (CEQA), a Program Environmental Impact Report (EIR) or other appropriate environmental document is prepared for the RTP. The Program EIR provides a region-wide assessment of the potential significant environmental effects of implementing the programs, policies and projects included in the RTP. A Program EIR provides a regional consideration of cumulative effects and includes broad policy alternatives and program mitigation measures that are equally broad in scope. The Program EIR serves as an informational document to inform decision-makers and the public of the potential environmental consequences of approving the proposed Plan.

This policy document was adapted from the California Transportation Commission RTP Guidelines.

Section 2. State and Federal Requirements

California statute relating to the development of the RTP is primarily contained in Government Code Section 65080. State planning requirements apply to both federally designated Metropolitan Planning Organizations (MPOs) and state designated Regional Transportation Planning Agencies (RTPAs). For more information, please see Article IV. Organization Designations.

When applicable, RTPs shall be consistent with federal planning and programming requirements and shall conform to the RTP Guidelines adopted by the California Transportation Commission (CTC) pursuant to Government Code Section 65080(d). In addition, the CTC programs projects in the State Transportation Improvement Program that are consistent with the RTP. Section 65080 states RTPs shall address the following:

1. Policy Element
2. Sustainable Communities Strategy (MPOs only)
3. Action Element
4. Financial Element

SB 375 also added additional requirements to an MPO's RTP process.

The RTP planning document as well as the projects listed in it are considered to be projects for the purposes of CEQA. The environmental document for the RTP is prepared in accordance with Public Resources Code 21000 et seq, Environmental Protection, and CEQA guidelines Section 15000 et seq.

The RTP environmental document currently analyzes impacts for the following environmental issues: aesthetics; agriculture and forestry resources; air quality; biological resources; cultural resources; geology, soils, and mineral resources; greenhouse gas emissions; hazards and hazardous materials; land use and planning; noise; population and housing; public services; transportation and traffic; and utilities and services systems; and water resources.

Federal requirements for the development of RTPs are directed at the federally designated MPOs. The primary federal requirements regarding RTPs are addressed in the metropolitan transportation planning rules – Title 23 CFR Part 450 and Title 49 CFR Part 613. These federal regulations incorporating both SAFETEA-LU and TEA-21 changes were updated by FHWA and FTA and published in the February 14, 2007 Federal Register. The final guidance is commonly referred to as the Final Rule.

In the Final Rule, the metropolitan transportation planning process provides for consideration of the following federal planning factors:

1. Economic vitality and global competitiveness, productivity, and efficiency;
2. Safety of the transportation system;
3. Security of the transportation system;
4. Accessibility and mobility of people and freight;

5. Protection of the environment, energy conservation, quality of life, and consistency between (regional) transportation improvements and local as well as state planned growth;
6. Integration and connectivity of the transportation system across modes for both people and freight;
7. Efficient transportation management and operations; and
8. Preservation of the transportation system.

The RTP must also comply with Section 176 of the federal Clean Air Act which requires that no MPO may give its approval to any project, program, or plan which does not conform to the applicable State Implementation Plan for air quality.

Section 3. Summary of Required RTP Components

The development of the RTP is based on state and federal statutory and regulatory requirements in addition to CTC policy direction.

The Policy Element

The purpose of the Policy Element is to identify legislative, planning, financial and institutional issues and requirements, as well as any areas of regional consensus. Government Code Section 65080(b) requires a Policy Element that:

1. Describes the transportation issues in the region;
2. Identifies and quantifies regional needs expressed within both short and long-range planning horizons; and
3. Maintains internal consistency with the Financial Element and fund estimates.

The Sustainable Communities Strategy

The SCS is statutorily required to:

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;
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;
6. Consider the state housing goals;
7. Utilize the most recent planning assumptions, considering local general plans and other factors;
8. 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 the ARB;
9. Provide consistency between the development pattern and allocation of housing units within the region; and
10. Allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act.

The Action Element

The Action Element of the RTP consists of short and long-term activities that address regional transportation issues and needs. All transportation modes (highways, local streets and roads, mass transportation, rail, maritime, bicycle, pedestrian and aviation facilities and services) are addressed. The Action element should also identify investment strategies, alternatives and project priorities beyond what is already programmed.

The Financial Element

The Financial element identifies the current and anticipated revenue sources and financing techniques available to fund the planned transportation investments described in the Action Element. The intent of the Financial Element is to define realistic financing constraints and opportunities.

Consistency Between the SCS and the RTP Policy, Financial and Action Elements

The RTP shall be an “internally consistent” document. This means that the contents of the Policy, Action, Financial Elements, and Sustainable Communities Strategy shall be consistent with one another. As a result, transportation investments and the forecasted development pattern in the SCS should be complementary and not contradictory.

Other RTP Contents

The RTP should also include the following:

1. Executive Summary – an Executive Summary of the RTP as an introductory chapter. The Executive Summary should provide a regional perspective, and identify the challenges and transportation objectives to be achieved.
2. Reference to regional environmental issues and air quality documentation needs.

Section 4. Current RTP Components

Currently the RTP contains the following components:

Executive Summary

Chapter 1 – Introduction

Chapter 2 – Transportation Planning Policies

Chapter 3 – Planning Assumptions

Chapter 4 – Sustainable Communities Strategy

Chapter 5 – Strategic Investments

Chapter 6 – Financing Transportation

Chapter 7 – Future Links

Chapter 8 – Monitoring Progress

Chapter 9 – Glossary and Acronyms

Appendices

Appendix A – Regional Transportation Plan Checklist

Appendix B – Public Information Policies and Procedures

Appendix C – Directions to 2050 Community Outreach Results Executive Summary

Appendix D – Integrated Performance Measures, Smart Mobility and
Environmental Justice Measure Analysis

Appendix E – A Great Start: sustainable Community Success Stories

Appendix F – San Joaquin Valley Regional Overview

Appendix G – Regional Growth Forecast, Modeling Assumptions

Appendix H – Regional Housing Needs Allocation Plan

Appendix I – Response to comments

Appendix J – RTP Resolution

ARTICLE II: REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM POLICY AND PROCEDURES

Introduction

The requirements for federal TIPs and the federal STIP are specified in federal statutes (Title 23 USC) and federal regulations (23 CFR part 450). Kern COG Project Selection Policy and Guidance includes a chapter on regional development of the RTIP found in Appendix ?. The purpose of the Kern COG Project Selection Policy and Guidance is to provide specific direction in the development of a program of projects for inclusion in the State Transportation Improvement Program (STIP) by way of the Regional Transportation Improvement Program (RTIP)

The RTIP is the required state funding document developed and adopted by Kern Council of Governments (Kern COG) acting as the state appointed Regional Transportation Planning Agency. The RTIP is submitted to the California Transportation Commission (CTC) for inclusion in the STIP. Upon approval by the CTC, the program of projects in the RTIP is included in the FTIP. Kern COG, acting as the federally appointed Metropolitan Planning Organization for Kern County, develops the FTIP. CTC approval of the RTIP is subject to the *CTC STIP Guidelines* and available for review at: <http://www.dot.ca.gov/hq/transprog/ocip.htm>.

The STIP is a biennial document adopted no later than April 1 of each even numbered year. Each STIP will cover a five year period and add two new years of programming capacity. Each new STIP will include projects carried forward from the previous STIP plus new projects and reserves from among those proposed by regional agencies in their regional transportation improvement programs (RTIPs) and by Caltrans in its interregional transportation improvement program (ITIP). State highway project costs in the STIP will include all Caltrans project support costs and all project listings will specify costs for each of the following four components: (1) completion of all permits and environmental studies; (2) preparation of plans, specifications, and estimates; (3) right-of way acquisition; and (4) construction and construction management and engineering including surveys and inspection. All proposed RTIP projects must be part of a Air Quality Conformity analysis. See Section ??? for discussion on Air Quality Conformity.

ARTICLE III. PROJECT DELIVERY POLICY AND PROCEDURES

CONFORMITY ANALYSIS

Section 1. Definition

The Federal Clean Air Act Amendments require substantial reductions from all pollution sources, including pollutants from the transportation sector. The CAAA includes stringent requirements for demonstrating that transportation plans and projects contribute to improvements in air quality.

Section 2. Legislative Requirement

The 1990 Federal Clean Air Act Amendments (CAAA), promulgated November 15, 1990, placed tough new requirements on sources and causes of air pollution in areas failing to meet federal air quality standards, including the San Joaquin Valley Air Basin and the Mojave Desert Air Basin. On November 15, 1993, the EPA published a conformity rule (40 CFR Part 93) delineating specific criteria and procedures for fulfilling the conformity requirements of the CAAA. This rule was updated, published in the Federal Register August 15, 1997 and effective September 15, 1997. The August 15, 1997 Federal Register contains the most recent (third set) amendments to the Transportation Conformity Rule. The Transportation Conformity Rule is codified in the Code of Federal Regulations (CFR) Title 40 Part 51 Subpart T, and Title 40 Part 93 Subpart A. On March 2, 1999, the United States Court of Appeals for the District of Columbia Circuit issued a decision on the Environmental Protection Agency's 1997 Final Transportation Conformity Rule in response to a suit filed by the Environmental Defense Fund. The Environmental Defense Fund challenged several provisions of the 1997 Final Rule pursuant to the 1990 Amendments to the Clean Air Act. On June 18, 1999, the Federal Highway Administration (FHWA) issued *Additional Supplemental Guidance for the Implementation of the Circuit Court Decision Affecting Transportation Conformity*, which superseded their interim guidance of March 31, 1999, and supplemental guidance of May 7, 1999. Air Quality Conformity must comply fully with the June 18, 1999, FHWA *Additional Supplemental Guidance* as well as the May 14, 1999 United States Environmental Protection Agency *Conformity Guidance on Implementation of the March 2, 1999 Conformity Court Decision* as well as all applicable requirements in the most recent final conformity rule.

Section 3. Conformity Development

Conformity determinations must be performed at least every three years, even if the RTP and RTIP/FTIP have not changed. Projects must be found to conform before they are adopted, accepted, approved or funded. This includes regionally significant projects.

Conformity Triggers:

- ✓ A new, revised or amended RTP or TIP must be found to conform before it is approved by Kern COG, unless it merely adds or deletes exempt projects, which have been consulted on as per 93.105(c)(i)(iii).

- ✓ Conformity of existing plans must be redetermined within 18 months of EPA approval of an implementation plan that:
 - Establishes or revises a transportation-related emission budget
 - Adds, deletes or changes TCMs
- ✓ Conformity for plans and TIPS must be demonstrated within 18 months of approval of SIP revision establishing a motor vehicle emissions budget.

Section 4. Public Participation

The conformity findings are out for public review and comment for 30 days. A legally noticed public hearing is held at the COG board meeting. The conformity findings are adopted by board resolution and then sent to FHWA/FTA for approval.

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Section 1. Definition

The Regional Transportation Improvement Program (RTIP) is a bidding document comprised of regional transportation projects for inclusion in the State Transportation Improvement Program (STIP). RTIP projects must be identified in the currently conformed, adopted and federally approved Regional Transportation Plan if they introduce roadway capacity. Upon approval by the California Transportation Commission (CTC), RTIP projects are incorporated into the Federal Transportation Improvement program and federal STIP. Kern COG staff is responsible for the development and submittal of the RTIP to the CTC for their approval.

Section 2. Legislative Requirement

Federal regulations (Title 23 CFR Part 450) Section 450.324 outlines the requirement for regional transportation agency submittal of major projects for inclusion into the State Transportation Improvement Program via the submittal of the RTIP. [The State law](#) requires a submittal of an RTIP to the CTC every two years in odd numbered years.

Section 3. RTIP Development and Submittal

The Kern COG Project Selection Policy and Procedures Guidelines includes a comprehensive chapter describing regional RTIP development. The document was developed in cooperation with the TTAC and TPPC and approved by the TPPC Board. [The RTIP development process is described in the Project Selection Policy and Procedures document.](#) The currently approved Project Selection Policy and Procedures Guidelines may be revised, updated, or otherwise modified at the discretion of the Kern COG Board of Directors. See Appendix #.

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

Section 1. Definition

The Federal Transportation Improvement Program (FTIP) is a funding document comprised of multi-modal transportation projects. The FTIP funds projects identified in the RTP (See Article II). Projects identified in the FTIP must be part of an approved regional conformity analysis determination (See Article I). Most projects identified in the FTIP involve federal-aid, but locally funded projects may also be included if they are regionally significant (require air quality analysis). FTIP projects should be consistent with the currently approved RTP. Kern COG planning staff shall be responsible for the development and submittal of the FTIP to local, state and federal agencies for their approval.

Section 2. Legislative Mandate

Federal regulations (Title 23 CFR Part 450, Section 450.324) require that a short-range funding document be developed to implement projects identified in the RTP. While federal law requires the submittal of an FTIP to state and federal agencies every four years, the state has chosen to update its STIP every two years in even numbered years.

Section 3. FTIP Development and Submittal

Federal regulations require that every four years, an FTIP be submitted to state and federal agencies for their concurrent acceptance of the FTIP. However, it is the practice of the state to update the FTIP every two years in collaboration with State agencies that include Caltrans District 6 and District 9, Caltrans Headquarters in Sacramento, Planning and Programming, Environmental Protection Agency, Federal Transit Administration and Federal Highways Administration.

The FTIP development process is described in the Project Selection Policy and Procedures document. The currently approved Project Selection Policy and Procedures Guidelines may be revised, updated, or otherwise modified at the discretion of the Kern COG Board of Directors.

FTIP AMENDMENT DEVELOPMENT AND SUBMITTAL

Section 1. Definition

FTIP amendments are required during the life of a specific document cycle to modify, add or delete projects and are used when significant revisions to the current document are required. Kern COG staff shall maintain and update the FTIP Amendment Policy and Procedures Guideline as agreed to by state and federal planning guidance. The purpose

of the FTIP amendment guidelines is to maintain a description of reasonable methods to expedite changes and notify appropriate agencies of those changes. The guidelines outline procedures for formal amendments, administrative amendments and local adjustments and are subject to changes recommendations by state and federal planning.

Section 2. Legislative Mandate

Federal regulations Title 23 CFR Section 135 (f) authorizes that Transportation Improvement Programs be revised to either modify, add or delete projects identified in these documents. Numerous guidance and procedures by state and federal agencies also dictate how revisions are processed and how project information for the various transportation programs is managed. Kern COG staff shall stay apprised of policy changes made by state and federal agencies to implement or revise projects.

Section 3. FTIP Amendment Development and Submittal

Kern COG staff shall refer to state and federally approved FTIP amendment policy and procedure guidelines for determining which type of amendment shall be appropriate for the requested revisions. ~~The adopted FTIP Amendment Policy shall be adhered to~~ in order to provide timely, consistent and successfully approved amendments.

REGIONAL SURFACE TRANSPORTATION PROGRAM PROJECT DEVELOPMENT

Section 1. Definition

The Regional Surface Transportation Program is a federal transportation fund allocated by Congress on a yearly basis to the states. States use various formulas as defined by state and federal law to determine a programming amount for regions and an actually spending authority amount. When apportionment programming levels are made known to regions by the state, it is incumbent upon the region to program those dollars into the funding document (FTIP) in a timely manner, so that funding may be accessed. Project eligibility is defined in federal regulations. Local assumptions on how these funds are best used for the region are reflected both in the Regional Transportation Plan and the Project Selection Policy and Procedure Guidelines adopted by Kern COG. Kern COG staff shall maintain and update these guidelines as needed to facilitate the timely use of RSTP funding as it is made available to the region.

Section 2. Legislative Mandate

Federal regulations (Title 23 CFR Part 450) Section 450 authorizes and defines the use of Regional Surface Transportation Program funding. All projects using this funding shall be included in the FTIP either by amendment or as part of the biennial update. All projects funded with RSTP shall be subject to the eligibility requirements defined in Title 23 and their interpretation by state and federal agencies.

Section 3. RSTP development and programming

The Kern COG Project Selection Policy and Procedure Guidelines shall be used by Kern COG staff to develop and program projects. This policy document is found in Appendix # and provides a detailed description of the process to identify, financially constrain and program new RSTP projects, request regional approval and incorporate into the FTIP for state and federal approval. The currently approved Project Selection Policy and Procedures Guidelines may be revised, updated, or otherwise modified at the discretion of the Kern COG Board of Directors.

CONGESTION MITIGATION/AIR QUALITY PROGRAM PROJECT DEVELOPMENT

Section 1. Definition

The CMAQ program is a federal transportation revenue program allocated by Congress to the states. The states use various formulas defined by state and federal law to determine programming amounts for regions. When this information is disseminated to regions by the state, it is incumbent upon the region to program those dollars into the funding document (FTIP) in a timely manner, so that projects are delivered in a timely manner. Project eligibility is defined by federal regulation and federal guidance. Local assumptions on how these funds are best used for the region are reflected both in the Regional Transportation Plan and the Kern COG Project Selection Policy and Procedures Guidelines adopted by Kern COG. Kern COG staff shall maintain and update the guidelines as needed to facilitate the timely use of CMAQ funding as it is made available to the region.

Section 2. Legislative Mandate

Federal regulations (Title 23 CFR Chapter 1) Section 149 authorizes and defines the use of CMAQ funding. All projects using this funding shall be included in the FTIP either by amendment or as part of the biennial update. All projects funded with CMAQ shall be subject to the eligibility requirements defined in Title 23 and their interpretation by state and federal agencies.

Section 3. CMAQ development and programming

Kern COG staff shall use CMAQ eligibility screening criteria in determining the eligibility of projects, as provided in the Kern COG Project Selection Policy and Procedure Guidelines. (See Appendix #.) Application review, project ranking, prioritization and financial constraint are an integral part of the CMAQ call for projects process which Kern COG staff administers over the course of several months. Performance measures that support the regionally adopted RTP and Sustainable Communities Strategies are included in the CMAQ Policy and Procedure Guidelines and employed in the ranking of CMAQ projects by staff. These CMAQ policies and procedures may be revised, updated, or otherwise modified at the discretion of the Kern COG Board of Directors.

ACTIVE TRANSPORTATION PROGRAM PROJECT DEVELOPMENT

Section 1. Definition

The Active Transportation Program (ATP) is a State developed program that is mostly financed by the federal Transportation Alternative Program revenue stream. Eligible bicycle and pedestrian projects are to provide enhanced access to community destinations such as schools, shopping centers or professional centers through safer access to pedestrian, bicycle and public transportation opportunities. The ATP general has two basic funding components: 1) a discretionary funding element that requires local agencies to submit project applications to the state and 2) a regional pass-through formula component that guarantees the availability of a regional share if eligible projects are selected by the region. ~~Eligible bicycle and pedestrian projects are to provide enhanced access to community destinations such as schools, shopping centers or professional centers through safer access to pedestrian, bicycle and public transportation opportunities.~~ The California Transportation Commission is the steward of ATP guidelines which are adopted and updated prior to each state cycle.

Section 2. Legislative Mandate

The Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. The program is significantly financed by the federal Transportation Alternative Program defined by Title 23 sections 213(b) and 101(a)(29). All projects approved in this program shall be included in the FTIP either by amendment or as part of the biennial update. All projects funded within the ATP are subject to state and federal eligibility requirements and guidance.

Section 3. ATP development and programming

Kern COG's regional ATP policy provides detail on its project selection and regional approval process. It ~~also~~ defers significantly to the state's adopted policy and requires that all project applicants for the regional pass-through funding first apply to the state.

The Kern COG Project Selection Policy and Guidance chapter on ATP policies and procedures may be revised, updated, or otherwise modified at the discretion of the Kern COG Board of Directors.

MONITORING FEDERAL AID PROJECTS

Section 1. Definition

Kern COG's annual monitoring program is designed to assist local agencies with the federal aid application process required when using federal dollars. The program

includes the monitoring of State Transportation Improvement (STIP) projects and other related regional projects, Regional Surface Transportation Program (RSTP) funds, and Congestion Management and Air Quality (CMAQ) funds. Throughout the project delivery process, Kern COG shall work cooperatively with local assistance and Caltrans Planning to facilitate construction and reimbursement of federal aid projects.

Section 2. Legislative Mandate

Kern COG's annual monitoring program is guided by Assembly Bill 1012 (AB 1012) and Senate Bill 45 (SB 45). Caltrans has developed "Guidelines for Implementation of the Timely Use of Funds Provisions of AB 1012," available at: <http://www.dot.ca.gov/hq/LocalPrograms/AB1012/AB%201012%20Guidelines%20Rev.pdf>. The state guidelines describe the policy and procedures necessary to implement the Timely Use of Funds provisions outlined in AB 1012, Chapter 783 of the Statutes of 1999, as enacted on October 10, 1999. The legislation states that regional agency CMAQ and RSTP funds that are not obligated within the first three years of federal eligibility are subject to reprogramming by the California Transportation Commission (CTC) in the fourth year.

Field Code Changed

SB 45, Chapter 622, Statutes of 1997, enacted provisions regarding the timely use of funds for projects adopted into the STIP. [The regional project delivery policy takes all of these rules into consideration and guides the region regarding process and delivery deadlines with the end goal of using all available state and federal funding in a timely manner. This project delivery process is found in the Kern COG Project Selection Policy and Procedure Guidelines.](#)

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~~As stated in the Local Assistance Program Guidelines, Chapter 23, published by Caltrans, SB 45 impacts three major steps in the administration of local grant projects: fund allocation; project reimbursement; and project completion.~~

~~Kern COG, acting as the federally appointed Metropolitan Planning Organization for Kern County, develops the FTIP. CTC approval of the RTIP is subject to the CTC STIP Guidelines, as amended July 12, 2001, and available for review at: <http://www.dot.ca.gov/hq/transprog/stip/stipguidelines.pdf>.~~

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Section 3. Monitoring Process

Kern COG's annual monitoring process shall include the following activities:

- Staff shall submit annual project status reports (CMAQ and RSTP) to local agencies for their use. Information can be used to determine cost savings or overruns and assist in the development of amendments to fund new projects or add funding to under funded projects;
- On an ongoing basis, staff shall provide support through correspondence to local agencies, Caltrans local assistance and planning, confirm programmed funding and interrupt requested changes for air quality impact or funding constraints;
- Staff shall submit quarterly project monitoring reports (STIP Program) to local, state, and federal agencies for their use. This information can be used to determine cost

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savings or overruns and assist in developing amendments to the FTIP;

- ✦ Caltrans expenditures and activities shall be monitored by staff to assure that Kern regional projects are timely and budget constrained;
- ✦ Staff shall attend all Regional Transportation Planning Agency (RTPA) STIP quarterly project delivery progress update meetings, as conducted by Caltrans;
- ✦ On an ongoing basis, assist local agencies and Caltrans with project development;
- ✦ As available, staff shall host local assistance training opportunities and promote federal-aid training opportunities off-site;
- ✦ Staff shall monitor RIP, IIP, RSTP, CMAQ, TE, and other federal-aid projects and report the status of such projects to Caltrans, CTC, and member agencies annually; and
- ✦ Participate with Caltrans in state highway project development, coordination, and programming.

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The monitoring activities listed above shall be funded, in part, by Planning, Programming, and Monitoring (PPM) funds ~~as they are made available by the California Transportation Commission as part of their State Transportation Improvement Program. Section 14527 of the Government Code the CTC STIP Guidelines allow programming by a region of an amount for project planning, programming, and monitoring by the transportation planning agency.~~ Programming of these funds comes from county shares and can be programmed for each year of the STIP ~~at a limit established by the Commission. Caltrans has prepared standard agreements for the distribution of these funds which allow lump sum "up front" payments to all agencies that programmed \$300,000 or less per fiscal year. Therefore, Kern COG shall prepare and submit a PPM plan to Caltrans on an annual basis to be included as part of the standard agreement.~~



August 5, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi
Executive Director

BY: Peter Smith,
Senior Planner

SUBJECT: TTAC AGENDA NUMBER XI.
TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 PROGRAM OF PROJECTS FOR FISCAL YEAR
2015-2016

DESCRIPTION: The Kern Council of Governments, acting in the capacity as the state-designated Regional Transportation Planning Authority, administers funding for the Transportation Development Act Article 3 program (Article 3). Article 3 funds are used to pay for bicycle and pedestrian safety programs and bicycle and pedestrian travel facilities. Eligible Article 3 claimants are the eleven incorporated cities within Kern County and the County of Kern.

DISCUSSION: A call for projects was issued for the Article 3 program on May 6, 2015, with a submittal deadline of July 15, 2015. The total amount of funding available for Fiscal Year 2015-2016 is estimated to be \$792,604. Six (6) eligible jurisdictions submitted a total of twenty (20) project proposals requesting \$1,627,783.81.

The project proposals are submitted using standardized ranking criteria. Submitted project proposals are reviewed and field checked by Kern COG staff. Bicycle parking and bicycle and pedestrian safety programs have the highest priority. After all bicycle parking and bicycle and safety program requests have been satisfied, seventy percent (70%) of the remaining funding pool is available for bicycle travel facilities, with the remaining thirty percent (30%) available for pedestrian travel facilities. No single jurisdiction may claim more than forty percent (40%) of the fiscal year's available funding. Kern COG staff has reviewed and evaluated the Article 3 project proposals for Fiscal Year 2015-2016 and recommends the following allocations:

Bicycle Parking and Safety Programs (1st Priority)

Jurisdiction	Project	Cost
Bakersfield	Downtown Bicycle Parking	\$12,000
Bakersfield	Build-a-Bike Program	\$1,000
Kern County	Bicycle Parking	\$3,000
McFarland	Bicycle Parking	\$3,000
McFarland	Bicycle Safety	\$1,000
Wasco	Bicycle Parking	\$3,000
Wasco	Bicycle Safety	\$1,000
	1st Priority Total	\$24,000

Prior Commitments:

Jurisdiction	Project	Cost
Tehachapi	Class I Bike Path on North side of Tehachapi Blvd from Hayes to East of Stuber (Phase II of III \$363,475 total cost. \$121,158 in 2014-2015 and \$121,158 in 2016-2017)	\$121,158
Bakersfield	SW Bakersfield Bikelanes on Various Streets (Phase II of III \$145,000 total cost. \$48,333 in 2014-2015 and \$48,333 in 2016-2017)	\$48,333
Bakersfield	Countdown Heads at 50 Locations (Phase II of III \$203,000 total cost. \$79,060 in 2014-2015 and \$61,970 in 2016-2017)	\$61,970
Arvin	Pedestrian Improvements in DiGiorgio Park (Phase II of III. \$132,599 total cost. \$44,200 in 2014-2015 and \$44,200 in 2016-2017)	\$44,200
Prior Commitments Total:		\$275,661

Bicycle Travel Facilities:

Jurisdiction	Project	Cost
Bakersfield	Brundage Lane Class III/"A Street Class II	\$138,000
Bakersfield	Kern River Bike Path Rehab: Buena Vista to Coffee Phase I of II: (\$125,000 total cost. \$67,263 owing in 2016-2017)	\$55,737
Bicycle Travel Facilities Total:		\$193,737

Pedestrian Facilities:

Jurisdiction	Project	Cost
Kern County	North Chester Ave Ped. Improvments	\$160,000
Kern County	Niles Street Ped. Improvements	\$100,000
Wasco	Griffith Ave Ped. Improvements (\$50,000 total cost. \$10,796 owing in 2016-2017)	\$39,204
Pedestrian Facilities Total		\$299,204

Grand Total, Fiscal Year 2014-2015 TDA-3 Program **\$792,602**

ACTION:

Recommend approval of the Fiscal Year 2015-2016 Transportation Development Act Article 3 Program of Projects to the Transportation Planning Policy Committee.



August 5, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi
Executive Director

BY: Rob Ball, Planning Director
Vincent Liu, Planner

SUBJECT: TTAC AGENDA NUMBER XII.
KERN BI-ANNUAL SURVEY OF TRANSPORTATION PROJECTS ON REGIONAL SIGNIFICANT
ROUTES IN THE JURISDICTIONS OF BAKERSFIELD, CALTRANS, KERN COUNTY, CALIFORNIA
CITY, RIDGECREST AND SHAFTER
DUE: MONDAY, AUGUST 24, 2015

DESCRIPTION:

This survey is distributed as needed every 6 months for updates on existing and planned capacity improvements within your agency's jurisdiction. Failure to provide accurate information using the latest planning assumptions could delay federal funding approvals for transportation projects in the Kern Region. Surveys were emailed directly to the affected agencies on July 22, 2015.

DISCUSSION:

Background – As required by the Clean Air Act Amendments of 1990, at least every other year Kern COG performs a regional “conformity analysis” using a computerized regional transportation model. The analysis demonstrates that forecasted development and planned transportation improvements in the region will not hinder the air districts’ State Implementation Plans (SIP) from attaining the national air quality standards. Under the Clean Air Act, the FHWA and the EPA are the agencies responsible for making the determination that a region’s transportation expenditure plans “conform” to the SIP.

Kern COG has been requested by FHWA to document all capacity increasing projects on regionally significant routes that are both federal and non-federally funded. It has always been Kern COG’s practice to include non-federal projects in the regional transportation model for the regional conformity analysis, however changes to these projects are more difficult to track because their funding does not pass through Kern COG’s allocation processes. This survey has been developed to meet the federal requirement by tracking both federal and non-federal projects. Failure to accurately include a non-federally funded regionally significant transportation project in the regional conformity analysis risks a conformity “lapse” that could result in the withholding of federal transportation funding to the region and the delay of transportation projects until the project is added. Delays could last up to 1-year, assuming the missed project can be conformed.

Recent passage of state climate change regulations in SB 375 requires modeling from passenger vehicle travel use an identified network. Kern COG will be using this survey to ensure that the network identified is accurate and based on the latest local planning assumptions.

Instructions - In order to keep the Kern Transportation Model up-to-date, a regionally significant routes survey is attached. Please fill out the survey using the examples page as a guide. To streamline your review, Kern COG has already provided the improvements based on federal funding cash flow and included locally funded projects based on past information and previous survey responses provided by your agency. If time is limited, focus your review on non-federally funded capacity increasing projects such as those funded by existing developer improvements, local impact fees, sales tax measures, general fund, etc.

Only Include Financially Constrained Projects

Projects should only be included that have identified funding sources. Here are some examples:

Be sure to Include:

- Capacity increasing projects included as mitigation to an approved development. This includes paving of an arterial to the centerline adjacent a development, as well as any capacity increasing offsite improvements. Be sure to include any new arterials, expressways or freeway segments that currently do not exist on the functional classification map. Do not include partial street improvements. The model does not include improvements that are less than a city block in length (the distance between collector and arterial intersections) until all the bottlenecks (canal bridges, undeveloped frontage) are paved and the facility is stripped in a way so as to compete the capacity improvement of additional lanes along the entire length of the city block.
- Capacity increasing projects in an adopted traffic impact fee. This includes new interchanges, and new lanes on existing and future arterials, expressways and freeways. It does ramp widenings that constrict down to 1 lane prior to merging, nor intersection improvements. Do not include projects from a proposed traffic impact fee program.
- Capacity increasing projects that are being funded with bonds, general fund, sales taxes, other non-state or non-federal sources. Remember, these funding sources must be approved.
- Capacity increasing projects from state and federal sources. These should already be reflected in the survey form. Please review the timing and funding amounts shown. Any adjustments made to projects with state or federal funding sources may require an amendment to the Kern COG Transportation Improvement Program and/or the Regional Transportation Plan. Please contact us immediately if you see an issue with these projects, or a capacity increasing project that is missing or shown in the wrong year. Changes to the projects may have to wait until the next amendment opportunity and are subject to the approval of the Kern COG Board.

Attachments –

Map - Regionally Significant Routes in Kern
Instructions - Sample Survey Page

ACTION:

Sign the survey pages you edit and send them back to Kern COG by Monday, August 24, 2015. If you have any questions, please contact Vincent Liu at 661-861-2191 or vliu@kerncog.org.

Sample Survey Page – Survey participants are encouraged to make their edits to the spreadsheet version of the survey form.

SAMPLE/INSTRUCTION PAGE										Year number of lanes modeled (each direction)																				FUNDING SOURCE, COMMENTS					
SORT KEY	AGENCY	AIR BASIN	PM10 BASIN	STREET	BEGIN	END	Type of Imprvmt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	35	50	
										Note: greyed out cells indicate segment in air basin without attainment dates in those years																									
1	Bakersfield																																		
2	Bakersfield	SJV		AIRPORT	ROBERTS LN	SR99	Add Lanes	Local		2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	2	Metro Transportation Impact Fee			
3	Bakersfield	SJV		ALFRED HARRELL	MT VERNON	CHINA GRADE LOOP				2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1				
4	Bakersfield	SJV		ALFRED HARRELL	CHINA GRADE LOOP	FAIRFAX				2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	2			
5	Bak	ballr: Regionally Significant Routes listed by Agency, by Air Basin, by alphabetical street name. Segments listed in driving order.		RED HARRELL	FAIRFAX	WEST END HARTPARK	Add Lanes	Local		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	Developer mitigation				
6	Bak			RED HARRELL	WEST END HARTPARK	LAKE MING	Add Lanes	Local		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	Developer mitigation			
7	Bak			RED HARRELL	LAKE MING	PALADINO	Add Lanes	Local		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	Developer mitigation			
8	Bak			RED HARRELL	PALADINO	SR178	Add Lanes	Local		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	Developer mitigation		
9	Bak			EN	SR58	BRIMHALL	Add Lanes	Local		2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	Metro Transportation Impact Fee		
10	Bakersfield		SJV		ALLEN	BRIMHALL	WESTSIDE PARKWAY	Add Lanes	\$7,000,000	1	1	2	2	2	2	2	2	2	2	3/2	3/2	3/2	3/2	3/2	3/2	3/2	3/2	3/2	3/2	3/2	3/2	3/2	3	Westside Parkway phase 3 (3 lanes SB)	
11	Bakersfield		SJV		ALLEN	WESTSIDE PARKWAY	STOCKDALE	Add Lanes	\$7,000,000	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	Westside Parkway phase 3		
12	Bakersfield		SJV		ALLEN	STOCKDALE	MING AVE	Add Lanes	\$124,972	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2			
13	Bakersfield	SJV		ALLEN	MING AVE	CAMPUS PARK			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	3				
14	Bakersfield	SJV		ALLEN	CAMPUS PARK	Panama Lane			0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	2	2	2	3				
15	Bakersfield	SJV		ALLEN	Panama Lane	SR 119/Taft Highway			0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	2				
16	Bakersfield	SJV		CALLOWAY	SNOW	NORRIS	Add Lanes		2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	Revised impact fee, delayed to 2025			
17	Bakersfield	SJV		CALLOWAY	NORRIS	OLIVE			2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2				

ballr: Please review and edit these columns as needed, highlighting any changes.

ballr: "3/2" means 3 lanes one direction and 2 lanes the other. Direction with 3 lanes are South bound as found in comments at far right.

Highlighted area denotes a proposed change from 3 lanes each direction to 2 lanes reflecting a 5 year delay in the project.

ballr: Provide explanaiton as needed for proposed changes



XIII
TTAC

August 5, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Ben Raymond, Regional Planner

SUBJECT: TTAC AGENDA NUMBER XIII.
REGIONAL GROWTH FORECAST DRAFT REPORT

DESCRIPTION:

The Regional Growth Forecast for total countywide population is scheduled to be considered by the Kern COG board in November 2015. The draft report is scheduled to be available August 2015.

DISCUSSION:

Background

The Regional Growth Forecast Defined - The Kern COG regional growth forecast is a long-range projection for countywide total population. The population total is used to develop housing, employment, school enrollment, and income forecasts. The forecast is used for local transportation and air quality planning as well as by the member agencies for a variety of long range planning activities. This forecast revision will serve as the growth assumption for the 2018 Regional Transportation Plan/Sustainable Communities Strategy. The forecast is used as a control target by the modeling committee and RPAC for distribution of socio-economic data throughout the county sub areas. The forecast is based on Census Data and California Department of Finance (DOF) estimates for the base year. If forecast determines future growth to be more than 3% outside of DOF projections, Kern COG will need to provide a detailed explanation why the forecasts differs and work with DOF to agree on the forecast methodology.

Review Requirements – The Kern COG Policy and Procedure Manual states:

“Socio-Economic Forecast Data – Countywide forecasts for households, employment and other socio-economic data shall be updated not less than 3 years from the time of the Socio-economic forecast. A minimum of three years between Countywide forecast revisions is needed to allow responsible state and federal agencies time to complete their review of large environmental documents without major changes to transportation circulation modeling results...”

The Kern COG adopted Public Policy and Procedure manual requires a 30-day advertised notice of public meetings/workshops regarding the regional growth forecast. Additional, extensive opportunities for public comment on the forecast will be provided as part of the 2018 Regional Transportation Plan adoption.

Committee Oversight – The Kern COG Transportation Modeling sub-committee and the Regional Planning Advisory Committee (RPAC) will provide oversight during the growth forecast update. The committees currently meet together and are also responsible for sub-area distribution of the growth forecast following the adoption. The regional growth forecast will be presented to the Transportation Technical Advisory Committee (TTAC) concurrently, and then to the Transportation Planning Policy Committee/Kern COG Board for final adoption.

Draft Regional Growth Forecast Report – The Draft Report is scheduled to be available for public review at www.kerncog.org/tmp/RegionalGrowthDraft.pdf by August 12th, 2015.

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

Revised Growth Forecast Timeline – The following schedule is anticipated for forecast adoption:

- ~~May 6th, 2015 – RPAC growth forecast project status update~~
- ~~June 3rd, 2015 – RPAC review initial data inputs and status update~~
- August 5th, 2015 – TTAC reviews draft report for information and comments
- August 5th, 2015 – RPAC reviews draft report for information and comments
- August 12th, 2015 - 30-day public comment period notification (display adds/flyers/draft report to be available at www.kerncog.org)
- August 20th, 2015 – Televised Public Workshop on Forecast
- August 20th, 2015 – Kern COG Board reviews draft forecast for information and comments
- September 12th, 2015 – Close of 30-day public review period
- September 30th, 2015 – RPAC reviews report and public comments and makes recommendation to Kern COG board.
- September 30th, 2015 -- TTAC reviews report and public comments and makes recommendation to Kern COG board.
- October 15th, 2015 – Kern COG Board reviews draft report and public comments.
- November 19th, 2015 - Kern COG Board considers adoption of the regional growth forecast.

ACTION: Information.

KERN COUNCIL OF GOVERNMENTS
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE AND
CONGESTION MANAGEMENT AGENCY TECHNICAL ADVISORY COMMITTEE

KERN COG CONFERENCE ROOM
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA

WEDNESDAY
SEPTEMBER 30, 2015
10:00 A.M.

I. ROLL CALL:

- II. PUBLIC COMMENTS:** This portion of the meeting is reserved for persons to address the Committee on any matter not on this agenda but under the jurisdiction of the Committee. Committee members may respond briefly to statements made or questions posed. They may ask a question for clarification; make a referral to staff for factual information or request staff to report back to the Committee at a later meeting. **SPEAKERS ARE LIMITED TO TWO MINUTES. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD PRIOR TO MAKING A PRESENTATION.**

Disabled individuals who need special assistance to attend or participate in a meeting of the Transportation Technical Advisory Committee may request assistance at 1401 19th Street, Suite 300; Bakersfield CA 93301 or by calling (661) 861-2191. Every effort will be made to reasonably accommodate individuals with disabilities by making meeting material available in alternative formats. Requests for assistance should be made at least three (3) working days in advance whenever possible.

III. APPROVAL OF DISCUSSION SUMMARY: Meeting of Wednesday August 5, 2015

IV. KERN COG QUARTERLY UNMET TRANSIT NEEDS UPDATE (Snoddy)

Comment: Kern COG staff prepares a quarterly update regarding scheduled unmet transit needs public outreach/hearings and facility improvement projects identified from the FY 2015-16 public hearing.

Action: Information

V. LOW CARBON TRANSIT OPERATIONS FY 2015-16 PROGRAM OF PROJECTS (Snoddy)

Comment: Pursuant to Health and Safety Code Section 39719, the Controller shall allocate the Greenhouse Gas Reduction Fund according to the requirements of the Low Carbon Transit Operations Program (LCTOP). The Kern Region apportionment amount is unknown for FY 2015-16.

Action: Information

VI. FISCAL YEAR 2013/14 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS CLAIM – CITY OF CALIFORNIA CITY FOR \$182,418 (Snoddy)

Comment: FY 2013/14 Transportation Development Act Streets and Roads claim for the City of California City for \$182,418.

Action: Review FY 2013/14 TDA Streets and Roads Claim for the City of California City for \$182,418 and recommend approval to the Transportation Planning Policy Committee.

VII. FISCAL YEAR 2013-14 TRANSPORTATION DEVELOPMENT ACT (TDA) PUBLIC TRANSIT CLAIM – CITY OF CALIFORNIA CITY FOR \$449,029 (Snoddy)

Comment: FY 2013-14 Transportation Development Act Public Transit claim for the City of California City for \$449,029.

Action: Review FY 2013-14 TDA Public Transit Claim for the City of California City for \$449,029 and recommend approval to the Transportation Planning Policy Committee.

VIII. CAL VANS REPORT ON NATIONAL TRANSPORTATION DATABASE DATA (Snoddy)

Comment: Cal Vans' National Transportation Database data is now being used to increase Federal Transit Administration Section 5307 funding for the City of Delano

Action: Information

IX. 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (Stramaglia)

Comment: The 2016 Regional Transportation Improvement Program (2016 RTIP) is a 5-year Program for Projects of Regional Significance and is updated every two years by the California Transportation Commission (CTC).

Action: Information

X. 2015-2050 GROWTH FORECAST DRAFT REPORT (Raymond)

Comment: The public comment period for the 2015-2050 Growth Forecast Draft Report closed September 12, 2015. The forecast is scheduled to be considered by the Kern COG board in November 2015.

Action: Information

XI. SB 375 GREENHOUSE GAS REDUCTION TARGET SETTING TIMELINE (Ball)

Comment: Draft revised targets to reduce greenhouse gas emissions (GHG) from passenger vehicle travel for the Kern region are scheduled for California Air Resources Board approval by late 2016.

Action: Information

XII. SAN JOAQUIN VALLEY TRAVEL MODEL IMPROVEMENT PROGRAM II (VMIP2) (Ball)

Comment: The Kern Regional Travel Demand Model is being updated with the help of a state grant awarded to the 8-San Joaquin Valley Councils of Governments (COGs), and will incorporate the latest local government planning assumptions, socio-economic data and travel survey information.

Action: Information

XIII. EPA PROPOSED RULE TO RECLASSIFY EASTERN KERN AS A MODERATE NONATTAINMENT AREA FOR 8-HOUR OZONE (Liu)

Comment: The U.S. Environmental Protection Agency is proposing to change the federal air quality attainment standard for Eastern Kern (excluding the Indian Wells Valley) from a 2015 attainment date to 2017.

Action: Information

XIV. REGIONAL TRAFFIC COUNT PROGRAM – PILOT STUDY (Flickinger)

Comment: As part of the on-going Regional Traffic Count Program, a pilot study to collect bicycle and pedestrian counts is being performed.

Action: Information – Provide Direction to Staff on the Program and Count Location Changes

XV. DRAFT 2015 CONFORMITY ANALYSIS FOR THE PARTICULATE MATTER 2.5 AIR QUALITY ATTAINMENT PLAN AND 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AMENDMENT #12 (Ball)

Comment: The Air Quality Conformity Analysis for the San Joaquin Valley Air Pollution Control District (SJVAPCD) Particulate Matter (PM) 2.5 Attainment Plan and the 2015 FTIP Amendment No. 12 were circulated to the Transportation Technical Advisory Committee via email August 28, 2015. Draft documents are available at www.kerncog.org.

Action: Recommend approval of the 2015 Federal Transportation Improvement Program Amendment No. 12 and the 2015 Conformity Analysis for the 2008 Ozone and 2012 PM 2.5 Standards for the 2014 Regional Transportation Plan and 2015 FTIP Amendment No. 12 to the Transportation Planning Policy Committee.

XVI. MEMBER ITEMS

XVII. ADJOURNMENT

The next scheduled meeting of the Transportation Technical Advisory Committee will be Wednesday November 4, 2015

KERN COUNCIL OF GOVERNMENTS
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE AND
CONGESTION MANAGEMENT AGENCY TECHNICAL ADVISORY COMMITTEE

KERN COG CONFERENCE ROOM
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA

WEDNESDAY
August 5, 2015
10:00 A.M.

Chairman Schlosser called the meeting to order at approximately 10 a.m. A “sign-in” sheet was provided.

I. ROLL CALL

MEMBERS PRESENT:

Dennis Speer	City of Ridgecrest
Joe West	NOR/CTSA
Ed Galero	City of Delano
Craig Platt	City of California City
Bob Wren	City of Wasco
Jay Schlosser	City of Tehachapi
Bob Neath	Kern County
Ted Wright	City of Bakersfield
Alec Kimmel	CALTRANS
Wayne Clausen	City of Shafter
Dennis McNamara	City of McFarland

STAFF:

Peter Smith	Kern COG
Robert Phipps	Kern COG
Ben Raymond	Kern COG
Rochelle Invina	Kern COG
Joe Stramaglia	Kern COG
Raquel Pacheco	Kern COG
Rob Ball	Kern COG
Bob Snoddy	Kern COG
Tami Jones	Kern COG

OTHER:

- II. **PUBLIC COMMENTS:** This portion of the meeting is reserved for persons to address the Committee on any matter not on this agenda but under the jurisdiction of the Committee. Committee members may respond briefly to statements made or questions posed. They may ask a question for clarification, make a referral to staff for information or request staff to report to the Committee at a later date.

SPEAKERS ARE LIMITED TO TWO MINUTES. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD PRIOR TO MAKING A PRESENTATION

There were no public comments.

- III. **APPROVAL OF DISCUSSION SUMMARY:** Meeting of July 1, 2015. Mr. Clausen made a motion to recommend approval to the Transportation Planning Policy Committee. Mr. Wren seconded the motion. Motion carried.

IV. CALL FOR PROJECTS: CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANT PROGRAM SCHEDULE

Mr. Snoddy advised the committee of the Caltrans Sustainable Transportation Planning call for projects grants. He advised that the Grants are open to the cities. He provided a list of previous projects that were successful.

Mr. Snoddy advised that Linda Urata is available on a limited basis to 1 or 2 cities to assist with the grant process.

Grants are due by October 30, 2015.

This item was for information only.

V. AIR RESOURCES BOARD ACCEPTS KERN'S 2014 SUSTAINABLE COMMUNITY STRATEGY (SCS)

Mr. Ball stated that on July 23rd the California Air Resources Board approved the Kern COG Sustainable Community Strategy (SCS). Mr. Ball congratulated the TTAC and RPAC committee and their efforts toward the development of the SCS.

Mr. Kimmel noted that Kern COG's RTP/SCS is so far the only one of its kind in the Central Valley that has made use of a 2010 document called the Smart Mobility Framework. Mr. Kimmel commended Kern COG on that effort. He stated that it is something that is receiving recent attention in Caltrans.

This item was for information only.

VI. DRAFT FEDERAL CONFORMITY ANALYSIS FOR THE 2015 PARTICULATE MATTER 2.5 AIR QUALITY ATTAINMENT PLAN AND FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AMENDMENT NO.12

Mr. Ball stated that the Regional Air Quality Conformity analysis for the San Joaquin Valley Air Pollution Control District (SJVAPCD) Particulate Matter (PM) 2.5 Attainment Plan, and the 2015 FTIP Amendment 12 is scheduled for public review August 5th to September 4th 2015 and will be available online at www.kerncog.org.

Mr. Ball answered questions from the committee.

Mr. Ball noted that revised timelines were distributed at each committee member's seat.

This item was for information only.

VII. 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Stramaglia updated the committee on the scheduling for the upcoming months.

Mr. Stramaglia noted that there was a good attendance at the July workshop and he thanked those committee members for their participation.

This item was for information only.

VIII. PROJECT ACCOUNTABILITY TEAM REPORT

Ms. Pacheco stated that the Active Transportation Program (ATP) Cycle 2 statewide competition project list will be approved by the California Transportation Commission in October and the regional list in December. Ms. Pacheco advised that Kern COG staff will contact agencies with older TDA Article 3 projects to discuss deliverability. Ms. Pacheco

reminded the committee that all CMAQ and RSTP applications are due September 3rd by 4:00 PM.

Ms. Pacheco stated that the TTAC deserved a round of applause for 100% delivery of RSTP and TE. CMAQ stands at 82% delivery. The remaining CMAQ project and all the transit projects are awaiting funding authorization through the Federal Transit Administration.

This item was for information only

IX. FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AMENDMENT NO. 11 – TIMELINE

Ms. Pacheco advised that an amendment had been processed that includes revisions to the State Highway Operations and Protection Program, Regional Surface Transportation Program and introduces new Federal Transit Administration Section 5307 and 5339 projects. The public review period begins August 7, 2015.

This item was for information only.

X. KERN COG POLICY AND PROCEDURES MANUAL REVISION – PLANNING POLICIES’ UPDATE

Mr. Phipps stated that the Kern COG Policy and Procedures Manual is the compilation of the practices set forth to govern the agency’s daily operations. Mr. Phipps stated that staff has prepared revisions to the policies and procedures governing specific planning activities.

The action requested is to recommend approval of the Kern COG Policy and Procedures Manual revisions to the Transportation Planning Policy Committee.

Mr. Neath made a motion to recommend approval to the Transportation Planning Policy Committee and Mr. West seconded the motion. Motion carried

XI. TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 PROGRAM OF PROJECTS FOR FISCAL YEAR 2015-2016

Mr. Smith stated that this is the annual allocation of funding from the Transportation Development Act, Article 3. He advised that a small portion of the TDA is allocated to bike/pedestrian facilities.

Mr. Smith advised that in the attached staff report was the recommend program of projects for Fiscal Year 2015-16.

Chairman Schlosser requested that moving forward the committee be provided with the spreadsheet that is used for application rankings.

Mr. Smith stated that he would provide that for the committee.

The action requested is to recommend approval of the Fiscal Year 2015-16 Transportation Development Act Article 3 Program of Project to the Transportation Planning Policy Committee.

Mr. Neath made a motion to recommend approval to the Transportation Planning Policy Committee. Mr. Wright seconded the motion. Motion carried

XII. KERN BI-ANNUAL SURVEY OF TRANSPORTATION PROJECTS ON REGIONAL SIGNIFICANT ROUTES IN THE JURISDICTIONS OF BAKERSFIELD, CALTRANS, KERN COUNTY, CALIFORNIA CITY, RIDGECREST AND SHAFTER DUE: MONDAY, AUGUST 24, 2015

Mr. Ball stated that this an Air Quality Conformity requirement. This survey is distributed as needed every 6 months for updates on existing and planned capacity improvements within your agency’s jurisdiction. Mr. Ball explained that failure to provide accurate information using the latest planning assumptions could delay federal funding approvals for transportation projects in the Kern Region. Surveys were emailed directly to the affected agencies on July 22, 2015.

Mr. Ball requested that the surveys be returned by August 15th, rather than the previous requested date of August 24th.

This item was for information only.

XIII. REGIONAL GROWTH FORECAST UPDATE

Mr. Raymond stated that they anticipated receiving the draft Regional Growth Forecast report later in the day. He explained that after staff's initial review of the report, they would then send a link to the report to TTAC and RPAC committee members.

The thirty day public review will begin on August 12th. There will be a workshop held at the Kern COG Board meeting on August 20th for the Regional Growth Forecast. After the public comment period closes in September, the draft report will return to the TTAC and RPAC for their review. In October the draft report will return to the Kern COG Board for adoption.

This item was for information only.

XIV. MEMBER ITEMS

Mr. Smith stated that there will be a ribbon cutting for the Morning Drive overcrossing on Tuesday, August 18th.

Mr. Smith stated that High Speed Rail has published alternative routes through Bakersfield. It will be available for public outreach on Tuesday, August 25th at the Marriott Hotel from 4 p.m. to 7 p.m.

Mr. Phipps stated that Linda Urata will be taking on the Grant Writing role at Kern COG. He advised that if a member agency has interest in a grant that Ms. Urata may be of assistance to them. There is a limited capacity and it will be on a first come, first serve basis.

XV. ADJOURNMENT

Chairman Schlosser adjourned the meeting at 10:50 AM. Chairman Schlosser reminded the committee that the September meeting would be dark. The next TTAC meeting is scheduled for Wednesday September 30, 2015 (October meeting).



IV. TTAC

September 30, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: IV
KERN COG QUARTERLY UNMET TRANSIT NEEDS UPDATE

DESCRIPTION:

Kern COG staff prepares a quarterly update regarding scheduled unmet transit needs public outreach/hearings and facility improvement projects identified from the FY 2015-16 public hearing.

DISCUSSION:

Staff at Kern Transit has informed Kern COG staff of its unmet transit needs and fare study meeting schedule for FY 2015-16. The information is below:

<u>Date</u>	<u>Location</u>	<u>Time</u>
September 3, 2015	Lost Hills Rec. Bldg.	4-6 p.m.
September 8, 2015	Taft Library	5-7 p.m.
September 9, 2015	Lamont Library	5-7 p.m.
September 14, 2015	Wasco Library	4-6 p.m.
September 16, 2015	Ridgecrest Library	5-7 p.m.
September 17, 2015	Tehachapi Vet. Hall	5-7 p.m.
September 18, 2015	K.R. Valley Sen. Ctr.	5-7 p.m.
September 28, 2015	Bakersfield Pub. Serv.	4:30 – 6:30 p.m.
September 29, 2015	Pine Mtn. Club	5-7 p.m.
September 30, 2015	Mojave Vet. Hall	5-7 p.m.

Kern COG staff will attend as many of the above meetings as feasible.

At the August 20, 2015 Kern COG unmet transit needs public hearing for FY 2015-16, Kern COG staff recorded seven public testimonies requesting facility/bus stop improvements in metro-Bakersfield. On May 21, 2015, the City of Bakersfield and Kern COG entered into a Memorandum of Understanding (MOA 15-140) to begin installing and improving metro-Bakersfield bus stops to conform to Americans with Disabilities (ADA) standards using Proposition 1B Transit funds secured by Kern COG staff. Kern COG entered into a similar MOA with the County of Kern on July 14, 2015 to install and improve bus stops in metro-Bakersfield that are located within the County's jurisdiction. The projects for both the City and the County will be completed by June 30, 2017.

ACTION: Information

September 30, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Robert M. Snoddy
Regional Planner

SUBJECT: TTAC AGENDA ITEM: V
LOW CARBON TRANSIT OPERATIONS FY 2015-16 PROGRAM OF PROJECTS

DESCRIPTION:

Pursuant to Health and Safety Code Section 39719, the Controller shall allocate the Greenhouse Gas Reduction Fund according to the requirements of the Low Carbon Transit Operations Program (LCTOP). The Kern Region apportionment amount is unknown for FY 2015-16.

DISCUSSION:

Kern COG staff will receive an apportionment schedule issued by the State Controller Office (SCO) that estimates funding amounts for the Kern Region for the Low Carbon Transit Operations Program (LCTOP). Caltrans will administer the LCTOP funding program, provide a program manual/guideline, and provide allocation request forms using the Kern COG Regional funding accounts (99313) and member agency accounts (99314) similar to the Proposition 1B program. The hard deadline to receive LCTOP allocation requests from member agencies and a Kern COG Board adopted program of projects is November 1, 2015 (or 60 days after fund notification is released).

Kern COG staff will alert member agencies immediately once the Kern region apportionment is known.

Caltrans has provided the following timeline for this year's LCTOP project funding:

Sept. 1, 2015 (or within 30 days of DOF notice, whichever is later) - State Controller's Office (SCO) notifies transit operators of available funds for fiscal year 2015-16;

Nov. 1, 2015 (or 60 days after fund notification is released) - Date LCTOP completed applications are due to Caltrans; and

March 1, 2016 (or 30 days after receipt of approved list) - SCO releases approved amount of funds to recipients.

Should you have any questions or require additional information, please contact: Bob Snoddy, Regional Planner at (661) 861-2191 or E-mail at: bsnoddy@kerncog.org.

ACTION: Information



VI.
TTAC

September 30, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Robert Snoddy, 
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VI
FISCAL YEAR 2013/14 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS
AND ROADS CLAIM – CITY OF CALIFORNIA CITY FOR \$182,418

DESCRIPTION:

FY 2013/14 Transportation Development Act Streets and Roads claim for the City of California City for \$182,418.

Discussion:

Kern COG staff has received and reviewed the following TDA claim for the City of California City for \$182,418.

<u>Claimant</u>	<u>LTF</u>	<u>STAF</u>	<u>TOTAL</u>
City of California City	\$182,418	\$0	\$182,418

The City of California City will use the claim funds for the following expenses: personnel, services and supplies, and other uses to maintain the Arterial and City Street Systems. This claim has been evaluated in accordance with the following criteria: 1) the maximum funding level does not exceed claimants' deferred revenues, plus current year apportionments, less required public transit financing; 2) claimant has conducted a public hearing within its jurisdiction to receive testimony regarding unmet transit needs and has made an appropriate finding by resolution of its governing body; 3) project proposed for funding is in conformity with the Regional Transportation Plan; and 4) claimant has not requested or received funds in excess of its current year expenditure. Staff recommends approval.

ACTION: Review FY 2013/14 TDA Streets and Roads Claim for the City of California City for \$182,418 and recommend approval to the Transportation Planning Policy Committee.

Attachments: City of California City FY 2013/14 Streets and Roads Claim and FY 2013/14 Kern COG TDA estimate.

Kern Council of Governments

Transportation Development Act -- "Schedule A"
LTF STAF FUND ESTIMATE AND APPORTIONMENT FACTORS
FY 2013/14

Revised: May 7, 2012

Prospective Claimant	POPULATION BASIS 01/01/12	POPULATION RATIO	L.T.F. POPULATION APPORTIONMENT	S.T.A.F. POPULATION APPORTIONMENT	REVENUE BASIS	S.T.A.F. REVENUE APPORTIONMENT	TOTAL APPORTIONMENT
ARVIN	19,849	2.35%	\$790,473.80	\$103,901.21	\$33,422.00	\$2,003.00	\$896,378.01
BAKERSFIELD (1)	351,443	41.69%	\$13,322,174.56	\$1,843,251.64	\$0.00	\$0.00	\$15,165,426.20
CALIFORNIA CITY	13,260	1.57%	\$528,103.77	\$69,414.85	\$21,049.00	\$1,262.00	\$598,780.62
DELANO	52,005	6.17%	\$2,075,414.20	\$272,795.94	\$88,304.00	\$5,293.00	\$2,353,503.14
GOLDEN EMPIRE TRANS (1)	N/A	0.00%	\$0.00	\$0.00	\$5,060,371.00	\$303,297.00	\$303,297.00
MARICOPA	1,132	0.14%	\$47,092.06	\$6,189.86	\$0.00	\$0.00	\$53,281.92
MCFARLAND	12,333	1.46%	\$491,102.87	\$64,551.39	\$0.00	\$0.00	\$555,654.26
RIDGECREST	28,089	3.33%	\$1,120,118.20	\$147,230.22	\$50,270.00	\$3,013.00	\$1,270,381.42
SHAFTER	16,928	2.01%	\$676,107.38	\$88,868.69	\$54,589.00	\$3,272.00	\$768,248.07
TAFT	8,906	1.06%	\$356,554.14	\$46,866.08	\$304,444.00	\$18,247.00	\$421,667.22
TEHACHAPI	13,872	1.65%	\$555,013.52	\$72,951.91	\$4,499.00	\$270.00	\$628,235.43
WASCO	25,324	3.00%	\$1,009,115.49	\$132,639.84	\$30,231.00	\$1,812.00	\$1,143,567.33
KERN CO.-IN (1)	114,910	13.63%	\$4,355,510.65	\$602,627.01	\$0.00	\$0.00	\$4,958,137.66
KERN CO.-OUT	184,929	21.94%	\$7,379,997.97	\$970,039.36	\$735,098.00	\$44,059.00	\$8,394,096.34
METRO-BAKERSFIELD CTSA	N/A	N/A	\$930,404.48	\$0.00	\$0.00	\$0.00	\$930,404.48
PROOF	N/A		\$33,637,183.11	\$4,421,328.00	\$6,382,277.00	\$382,528.00	\$38,441,039.11
TOTALS	842,980	100.00%	\$33,637,183.11	\$4,421,328.00	\$6,382,277.00	\$408,156.00	\$38,466,667.11
KERN COG ADMINISTRATION	N/A	1.00%	\$357,426.39	\$0.00	N/A	\$0.00	\$357,426.39
KERN PEDESTRIAN/BIKEWAY	N/A	2.00%	\$707,704.25	\$0.00	N/A	\$0.00	\$707,704.25
KERN COG PLANNING (2)	N/A	3.00%	\$1,040,325.25	\$0.00	N/A	\$0.00	\$1,040,325.25
ESTIMATED TOTAL	N/A		\$35,742,639.00	\$4,421,328.00	N/A	\$408,156.00	\$40,572,123.00

NOTES:

(1) THE GOLDEN EMPIRE TRANSIT DISTRICT RETAINS CLAIMANT PRIORITY TO THE CITY OF BAKERSFIELD AND KERN-IN FUNDS.
THE CITY OF BAKERSFIELD AND COUNTY OF KERN SHALL FUND 75.35% AND 24.65% OF GET'S CLAIM, RESPECTIVELY.

(2) PURSUANT TO P.U.C. SECTION 99262, CLAIMANTS MAY DESIGNATE FUNDING FOR CONTRIBUTIONS TO THE REGIONAL PLANNING PROCESS.
SEE SCHEDULE "B" FOR THE DISTRIBUTION OF THIS AMOUNT BY AREA OF APPORTIONMENT.

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT

SCHEDULE "B"

PLANNING CONTRIBUTIONS BY AREA OF APPORTIONMENT

Fiscal Year 2013-14

Revised: March 6, 2013

Prospective Claimant	POPULATION BASIS at 01/01/12	POPULATION RATIO	PLANNING CONTRIBUTION
ARVIN	19849	0.0235	24448
CALIFORNIA CITY	13260	0.0157	16333
DELANO	52005	0.0617	64188
GOLDEN EMPIRE TRANSIT	466353	0.5532	575508
MARICOPA	1132	0.0014	1456
MCFARLAND	12333	0.0146	15189
RIDGECREST	28089	0.0333	34643
SHAFTER	16928	0.0201	20911
TAFT	8906	0.0106	11027
TEHACHAPI	13872	0.0165	17165
WASCO	25324	0.03	31210
KERN REGIONAL TRANSIT	184929	0.2194	228247
PROOF	-	-	-
TOTALS	N/A 842980		1040325 1040325
	=	=	=

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM (FY 2013/2014)

Part 1 of 6 - CLAIMANT INFORMATION

I. Claimant

Agency: City of California City

Mailing Address: 21000 Hacienda Blvd

Office Address: 21000 Hacienda Blvd

City/State/Zip: California City, CA 93505

Telephone: 760-373-7167

WEB Site: www.californiacity.com

II. Contact Person

Name: Rudy Hernandez

Title: Finance Director

Department: Finance

Office Address: 21000 Hacienda Blvd

City/State/Zip: California City, CA 93505

Telephone: 760-373-7167

E-mail: findir@californiacity.com

City of California City

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

Part 2 of 6 - Claim and Assurances
For Fiscal Year 2013-2014

A. CLAIM: The City of California City hereby claims all Local Transportation Fund apportionments and allocations for the 2013-2014 fiscal year plus all unencumbered fund balances and/or deferred revenues held in its local treasury less funds first allocated for transit uses.

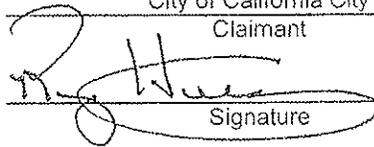
B. COMPLIANCE ASSURANCES: The City of California City hereby certifies that, as a condition of receiving funds pursuant to Public Utilities Code Section 99200, et seq. and California Administrative Code Section 6600, et seq., as amended, it shall ensure that:

1. All funds will be expended in compliance with the requirements of Public Utilities Code Sections 99200 through 99408, California Administrative Code Sections 6600 through 6684, Office of the State Controller "Guidelines Relating to Gas Tax Expenditures" and Kern Council of Governments' Transportation Development Act Rules and Regulations.

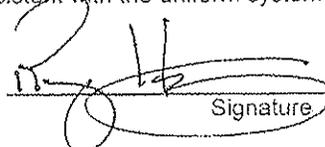
2. All funds will be expended in accordance with the budgets described in Parts 4 and 5 of this claim, attached hereto and made a part hereof, by this reference.

These assurances are given in consideration of and for the purpose of obtaining any and all funds allocated for streets and roads purposes pursuant to Public Utilities Code, Division 10, Part 11, Chapter 4 of the State of California.

The person whose signature appears below has been authorized to provide the assurances cited above and prepare, submit and execute this claim on behalf of:

City of California City
Claimant

Signature
6-3-2015
Date
Finance Director
Title

C. FINANCIAL ASSURANCES: As the chief financial officer of the City of California City I hereby attest to the reasonableness and accuracy of the financial information presented in this claim and declare it to be consistent with the uniform system of accounts and records adopted by the Controller of the State of California.


Signature
6-3-2015
Date
Finance Director
Title

City of California City

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

Part 3 of 6 - FY 2013 -2014 Revenues and Expenditures

<u>Account/Description</u>	<u>Amount</u>
<u>I. Prior Year Available Resources</u>	
A. Deferred Revenues - Actual unexpended prior year TDA cash receipts held in claimant's treasury as of June 30, 2013 (from prior year audit report)	\$ 24,712
B. Prior Year Cash Receipts from trust funds - TDA cash receipts through June 30, 2013.	
1. Local Transportation Fund	\$ 397,256
C. Prior Year Interest Earned - interest earnings on claimant cash balances through June 30, 2013.	
D. Fund Balance - Actual fund balances or reserves held in claimant's treasury as of June 30, 2013 (from prior year audit report)	\$ (161,134)
E. TOTAL FY 2012-2013 AVAILABLE RESOURCES (Lines A+B1+C+D)	\$ 260,834
<u>II. FY 2012-2013 Expenditures</u>	
F. Administration and Engineering	
G. Maintenance	\$ 397,256
H. Construction	
I. Equipment	
J. Other	
K. TOTAL FY 2012-2013 EXPENDITURES (Lines F+G+H+I+J)	\$ 397,256
L. AVAILABLE RESOURCES AT JUNE 30, 2013-enter here and Part 4, Line A (Line E-K)	\$ (136,422)

City of California City

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

Part 4 of 6 - Object Budget
For Fiscal Year 2013-2014

<u>Account/Description</u>	<u>Amount</u>
<u>I. Prior Year Available Resources</u>	
A. Available Resources - estimated unexpended prior year TDA cash receipts held in claimant's treasury as of June 30, 2013 (from Part 3, Line L)	_____
B. Trust Fund Balances at June 30, 2013	
1. Local Transportation Fund	\$ 164,818
C. FY 2013-2014 Trust Fund Apportionments - (from Kern COG estimate)	
1. Local Transportation Fund	\$ 528,104
2. Regional Planning Contribution	\$ 16,333
D. FY 2013-2014 Interest Earned - estimated interest earnings on claimant cash balances through June 30, 2012.	_____
E. TOTAL ESTIMATED FY 2013-2014 AVAILABLE RESOURCES (Line A+B1+C1+C2+D)	\$ 709,255
<u>II. FY 2013-2014 Planning & Transit Allocations</u>	
F. Local Transportation Fund	\$ -
1. Public Transit (from transit claim)	\$ 362,019
2. Regional Planning Contribution (from Fund Estimate, Schedule B)	\$ 16,333
G. NET ESTIMATED PRIOR YEAR AVAILABLE RESOURCES (Line E-F1-F2)	\$ 330,903
<u>III. FY 2013-2014 Estimated Expenditures</u>	
H. Administration and Engineering	_____
I. Maintenance	_____
J. Construction	\$ 182,418
K. Equipment	_____
L. Other	_____
M. TOTAL FY 2013-2014 ESTIMATED EXPENDITURES-Itemize in Part 5 (Line H+I+J+K+L)	\$ 182,418
N. Capital Outlay Reserve Allocations	
1. Local Transportation Fund	_____
O. DEFERRED REVENUES OR FUND BALANCE AT JUNE 30, 2012 (Line G-M-N1)	\$ 164,818
FY 2013-2014 NET CLAIM AMOUNT (Line M - Line A)	\$ 182,418

City of California City

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

Part 6 of 6 - Supplemental Information
For Fiscal Year 2013-2014

Attach the following documentation:

1. A copy of the proof of publication for the public notice regarding conduct of a hearing for the purpose of receiving public testimony regarding transit needs within the claimant's service area.
2. A copy of the governing body's resolution or minute order which makes one of the following findings:
 - a. There are no unmet transit needs.
 - b. There are no unmet transit needs that are reasonable to meet.
 - c. There are unmet transit needs, including needs that are reasonable to meet.
3. A copy of the governing body's authorization to execute and file this claim.

ORIGINAL

RESOLUTION NO. 03-13-2500

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CALIFORNIA CITY AUTHORIZING THE FINANCE MANAGER TO EXECUTE GRANT APPLICATIONS FOR ASSISTANCE UNDER THE TRANSPORTATION DEVELOPMENT ACT

BE IT RESOLVED by the City Council of the City of California City that the Finance Manager is authorized to execute applications for grant assistance under the Transportation Development Act with the Kern Council of Governments for and on behalf of the City of California City to be used for the maintenance and operations of the Arterial and City Street Systems.

PASSED, APPROVED AND ADOPTED on March 19, 2013 by the following vote:

AYES: McGuire, Smith, Wood, Fuller, Bohannon

NOES : None

ABSENT: None

ABSTAIN: None



Mayor

ATTEST:



City Clerk

(SEAL)



September 30, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VII
FISCAL YEAR 2013-14 TRANSPORTATION DEVELOPMENT ACT (TDA) PUBLIC TRANSIT CLAIM –
CITY OF CALIFORNIA CITY FOR \$449,029

DESCRIPTION:

FY 2013-14 Transportation Development Act Public Transit claim for the City of California City for \$449,029.

DISCUSSION:

Kern COG staff has received and reviewed the following TDA claim for the City of California City for \$449,029.

<u>Claimant</u>	<u>LTF</u>	<u>STAF</u>	<u>TOTAL</u>
City of Taft	\$378,352	\$70,677	\$449,029

The City of California City will use the claim funds for the following expenses: personnel, services and supplies, and other uses. This claim has been evaluated in accordance with the following criteria: 1) the maximum funding level does not exceed claimants' deferred revenues, plus current year apportionments, less required public transit financing; 2) claimants have conducted a public hearing within its jurisdiction to receive testimony regarding unmet transit needs and have made an appropriate finding by resolution of its governing body; 3) project proposed for funding is in conformity with the Regional Transportation Plan; and 4) claimants have not requested or received funds in excess of its current year expenditure. Staff recommends approval.

ACTION: Review FY 2013-14 TDA Public Transit Claim for the City of California City for \$449,029 and recommend approval to the Transportation Planning Policy Committee.

Attachments: City of California City FY 2013-14 TDA Public Transit claim and FY 2013-14 Kern COG TDA estimate.

Kern Council of Governments

Transportation Development Act -- "Schedule A"
LTF STAF FUND ESTIMATE AND APPORTIONMENT FACTORS
FY 2013/14

Revised: May 7, 2012

Prospective Claimant	POPULATION BASIS 01/01/12	POPULATION RATIO	L.T.F. POPULATION APPORTIONMENT	S.T.A.F. POPULATION APPORTIONMENT	REVENUE BASIS	S.T.A.F. REVENUE APPORTIONMENT	TOTAL APPORTIONMENT
ARVIN	19,849	2.35%	\$790,473.80	\$103,901.21	\$33,422.00	\$2,003.00	\$896,378.01
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CALIFORNIA CITY	13,260	1.57%	\$528,103.77	\$69,414.85	\$21,049.00	\$1,262.00	\$598,780.62
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GOLDEN EMPIRE TRANS (1)	N/A	0.00%	\$0.00	\$0.00	\$5,060,371.00	\$303,297.00	\$303,297.00
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RIDGECREST	28,069	3.33%	\$1,120,118.20	\$147,230.22	\$50,270.00	\$3,013.00	\$1,270,361.42
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KERN CO.-OUT	184,929	21.94%	\$7,379,997.97	\$970,039.36	\$735,098.00	\$44,059.00	\$8,394,096.34
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PROOF	N/A		\$33,637,183.11	\$4,421,328.00	\$6,382,277.00	\$382,528.00	\$38,441,039.11
TOTALS	842,960	100.00%	\$33,637,183.11	\$4,421,328.00	\$6,382,277.00	\$408,156.00	\$38,466,667.11
KERN COG ADMINISTRATION	N/A	1.00%	\$357,426.39	\$0.00	N/A	\$0.00	\$357,426.39
KERN PEDESTRIAN/BIKEWAY	N/A	2.00%	\$707,704.25	\$0.00	N/A	\$0.00	\$707,704.25
KERN COG PLANNING (2)	N/A	3.00%	\$1,040,325.25	\$0.00	N/A	\$0.00	\$1,040,325.25
ESTIMATED TOTAL	N/A		\$35,742,639.00	\$4,421,328.00	N/A	\$408,156.00	\$40,572,123.00

NOTES:

(1) THE GOLDEN EMPIRE TRANSIT DISTRICT RETAINS CLAIMANT PRIORITY TO THE CITY OF BAKERSFIELD AND KERN-IN FUNDS.
THE CITY OF BAKERSFIELD AND COUNTY OF KERN SHALL FUND 75.35% AND 24.65% OF GET'S CLAIM, RESPECTIVELY.

(2) PURSUANT TO P.U.C. SECTION 99262, CLAIMANTS MAY DESIGNATE FUNDING FOR CONTRIBUTIONS TO THE REGIONAL PLANNING PROCESS.
SEE SCHEDULE "B" FOR THE DISTRIBUTION OF THIS AMOUNT BY AREA OF APPORTIONMENT.

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT

SCHEDULE "B"

PLANNING CONTRIBUTIONS BY AREA OF APPORTIONMENT

Fiscal Year 2013-14

Revised: March 6, 2013

Prospective Claimant	POPULATION BASIS at 01/01/12	POPULATION RATIO	PLANNING CONTRIBUTION
ARVIN	19849	0.0235	24448
CALIFORNIA CITY	13260	0.0157	16333
DELANO	52005	0.0617	64188
GOLDEN EMPIRE TRANSIT	466353	0.5532	575508
MARICOPA	1132	0.0014	1456
MCFARLAND	12333	0.0146	15189
RIDGECREST	28089	0.0333	34643
SHAFTER	16928	0.0201	20911
TAFT	8906	0.0106	11027
TEHACHAPI	13872	0.0165	17165
WASCO	25324	0.03	31210
KERN REGIONAL TRANSIT	184929	0.2194	228247
PROOF	-	-	-
TOTALS	N/A		1040325
	842980	1	1040325
	=	=	=

Kern Council of Governments
TRANSPORTATION DEVELOPMENT ACT
PUBLIC TRANSIT CLAIM
2013-2014
PART 1 OF 8 -- CLAIMANT INFORMATION

I. Claimant Information

Agency: City of California City

Mailing Address: 21000 Hacienda Blvd

Office Address: 21000 Hacienda Blvd

City, State, Zip: California City, CA 93505

Telephone: 760-373-7191

II. Contact Person

Name: Rudy Hernandez

Title: Finance Director

Department: Finance

Mailing Address: 21000 Hacienda Blvd

Office Address: 21000 Hacienda Blvd

City, State, Zip: California City, CA 93505

Telephone: 760-373-7167

FAX: 760-373-7532

E-Mail: findir@californiacity.com

WEB Site: www.californiacity.com

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT
PUBLIC TRANSIT CLAIM
PART 2 OF 8 - CLAIM AND ASSURANCES
For Fiscal Year 2013-2014

A. CLAIM: The City of California City hereby claims Local Transportation Fund and State Transit Assistance Fund apportionments and allocations for the 20__-20__ fiscal year plus all unencumbered funds and/or deferred revenues held in its local treasury for public transit uses.

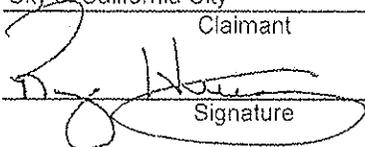
B. COMPLIANCE

ASSURANCES: The City of California City hereby certifies that, as a condition of receiving funds pursuant to California Public Utilities Code Sections 99200, et. seq., and California Code of Regulations Sections 6600, et. seq., as amended, it shall ensure that:

1. All funds will be expended in compliance with the requirements of California Public Utilities Code Sections 99200 through 99408, California Code of Regulations Sections 6600 through 6756 and Kern Council of Governments' Transportation Development Act Rules and Regulations.
2. All funds will be expended in accordance with the budgets described in Part 6 of this claim, attached hereto and made a part hereof, by this reference.

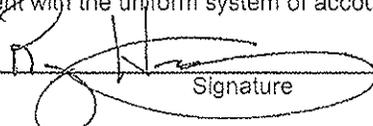
These assurances are given in consideration of and the for the purpose of obtaining any and all funds apportioned and allocated for public transit purposes pursuant to Public Utilities Codes, Division 10, Part 11, Chapter 4 of the State of California.

The person whose signature appears below has been authorized to provide the assurances cited above and to prepare, submit and execute this claim on behalf of:

City of California City
Claimant

Signature
6-3-2015
Date
Finance Director
Title

C. FINANCIAL

ASSURANCES: As the chief financial officer of the City of California City I hereby attest to the reasonableness and accuracy of the financial information presented in this claim and declare it to be consistent with the uniform system of accounts and records adopted by the Controller of the State of California.


Signature
6-3-2015
Date
Finance Director
Title

Kern Council of Governments

PART 3 OF 8--PROJECTED PUBLIC TRANSIT RESOURCES

For Fiscal Year 2013-2014

CLAIMANT: City of California City

I. FY 2012-2013 PROJECTED AVAILABLE RESOURCES

A. Deferred Revenues -- unexpended prior year cash receipts held in the claimant's treasury as of June 30, 2013 (from the most recent audit report)

B. Unreserved/Unrestricted Retained Earnings

_____ (\$54,210)

C. Interest Earnings -- interest earnings on claimant cash balances through June 30, 2013

D. Federal Grants & Reimbursements (Source & Amount):

1. FTA Planning Assistance

2. FTA Operating Assistance

_____ \$32,839

3. FTA Capital Assistance

4. _____

E. State Grants & Reimbursements (Source & Amount):

1. _____

2. _____

F. Local Cash Grants & Reimbursements (Source & Amount)

1. LTF--Regional Planning (PUC 99262)

2. LTF--Operations/Capital (PUC 99260a)

_____ \$170,969

3. LTF--Capital Reserve Withdrawal (CCR 6648)

4. LTF--Social Service Transit (PUC 99275)

5. LTF--Contracted/Purchased Transit Services (PUC 99400c)

6. STAF--Operations (CCR 6730a)

7. STAF--Capital (CCR 6730b)

8. STAF--Contracted/Purchased Transit Services (CCR 6731b)

9. STAF--Social Service Transit (CCR 6731c)

10. County of Kern--Service Contract(s)

11. _____

G. Operating Revenues:

1. Passenger Fares

_____ \$24,946

2. Special Fares

3. School Bus Service

4. Freight Tariffs

5. Charters

H. Other Revenues (Source & Amount):

1. _____

2. _____

I. TOTAL FY 2012-2013 PROJECTED AVAILABLE RESOURCES -- enter here and Part 4, Line J (Sections A+B+C+D+E+F+G+H)

_____ \$174,544

Kern Council of Governments

PART 4 OF 8--PROJECTED PUBLIC TRANSIT EXPENSES
For Fiscal Year 2013-2014

CLAIMANT: City of California City

J. TOTAL FY 2013-2014 PROJECTED AVAILABLE RESOURCES (From Part 3, Line I) _____

II. FY 20__-20__ PROJECTED EXPENSES & USES

K. Personnel:

1. Administrative Salaries & Wages	_____
2. Operating Salaries & Wages	_____ \$114,234
3. Other Salaries & Wages	_____
4. Fringe Benefits	_____ \$70,885

L. Services & Supplies:

1. Professional Services	_____
2. Maintenance Services	_____
3. Other Services	_____
4. Vehicle Maintenance & Supplies	_____ \$33,000
5. Utilities	_____ \$2,000
6. Insurance	_____ \$3,827
7. Purchased Transportation Services	_____
8. Miscellaneous	_____ \$5,435
9. Expense & Inter-fund Transfers	_____
10. Interest	_____
11. Lease & Rentals	_____
12. Other	_____ \$22,000

M. Capital Assets (Itemize by Object & Amount):

1.	_____
2.	_____
3.	_____
4.	_____
5.	_____

N. Other Uses (Object & Amount):

Regional Planning Contribution (from FY 2013-2014 TDA	
1. Estimate)	_____ \$16,333
2.	_____

O. FY 20__-20__ PROJECTED EXPENSES & USES (Sections K+L+M+N) _____ \$267,714

P. DEFERRED REVENUES AND AVAILABLE RESERVES AS OF JUNE 30, 2013--
enter here and on Line A, Part 5 (Sections J-O) _____ (\$267,714)

Kern Council of Governments

PART 6 OF 8--BUDGETED PUBLIC TRANSIT EXPENSES
For Fiscal Year 2013-2014

CLAIMANT: City of California City

J. FY 2013-2014 NONCURRENT TDA & OTHER BUDGETED RESOURCES (From Part 5, Line I) (\$190,016)

II. FY 2013-2014 BUDGETED EXPENSES & USES

K. Personnel:

1. Administrative Salaries & Wages	
2. Operating Salaries & Wages	<u>\$122,976</u>
3. Other Salaries & Wages	
4. Fringe Benefits	<u>\$78,851</u>

L. Services & Supplies:

1. Professional Services	
2. Maintenance Services	
3. Other Services	
4. Vehicle Maintenance & Supplies	<u>\$32,448</u>
5. Utilities	<u>\$1,363</u>
6. Insurance	<u>\$4,699</u>
7. Purchased Transportation Services	<u>\$1,156</u>
8. Miscellaneous	<u>\$1,187</u>
9. Expense & Inter-fund Transfers	
10. Interest	
11. Lease & Rentals	
12. Other	

M. Capital Assets (Itemize and identify funding source - i.e., TDA, FTA 5311, CMAQ):

1.	
2.	
3.	
4.	
5.	

N. Other Uses:

1. Regional Planning Contribution (from most recent TDA estimate)	<u>\$16,333</u>
2. Capital Outlay Reserve Contribution	

O. FY 2013-2014 BUDGETED EXPENSES & USES (Sections K+L+M+N) \$259,013

P. FY 2013-2014 UNFUNDED BALANCE (Line J-O) (\$449,029)

Kern Council of Governments

PART 7 OF 8--TDA FUNDING CLAIM
For Fiscal Year 2013-2014

CLAIMANT: City of California City

I. FY 2013-2014 UNFUNDED BALANCE (From Part 6, Line P)	<u>(\$449,029)</u>
II. FY 2013-2014 TDA TRANSIT FUNDING CLAIM	
1. LTF--Regional Planning (PUC 99262) (Same as Part 6, Line N1)	<u>\$16,333</u>
2. LTF--Operations/Capital (PUC 99260a)	<u>\$362,019</u>
3. LTF--Capital Reserve Withdrawal (CCR 6648)	<u> </u>
4. LTF--Social Service Transit (PUC 99275)	<u> </u>
5. LTF--Contracted/Purchased Transit Services (PUC 99400c)	<u> </u>
6. LTF--Capital Res. Contrib.(CCR 6648) (Same as Part 6, Line N2)	<u> </u>
7. STAF--Operations (CCR 6730a)	<u>\$70,677</u>
8. STAF--Capital (CCR 6730b)	<u> </u>
9. STAF--Contracted/Purchased Transit Services (CCR 6731b)	<u> </u>
10. STAF--Social Service Transit (CCR 6731c)	<u> </u>
11. _____	<u> </u>
12. _____	<u> </u>
<u>III. FY 20 -20 TDA FUNDING CLAIM (Should equal line I)</u>	<u>\$449,029</u>
UNEXPENDED RESOURCES AS OF JUNE 30, 2014 (Line I+Line III)(Should be \$0)	<u>\$0</u>

Kern Council of Governments
PART 8.1 OF 8--SUPPLEMENTAL PUBLIC TRANSIT INFORMATION
For Fiscal Year 2013-2014

Attach the following documents:

- 1) A copy of the governing body's authorization to execute and file this claim.
 - 2) A completed copy of the attached questionnaire (BELOW) on system characteristics and any additional documentation required as a result of responding to each query.
 - 3) A listing of all transit service subcontractors (BELOW) and a copy of the contract document, if not previously submitted.
 - 4) A copy of the "unmet transit needs" documentation, including a legal notice of a public hearing, the minutes of the public hearing held by the local governing body and a resolution making the appropriate "unmet transit needs finding".
 - 5) A copy of the Department of California Highway Patrol form number CHP339, "Transit Operator Compliance Certificate", dated within the past 13 months, documenting participation in the California Department of Motor Vehicles "Driver Pull Notice Program."
-

Kern Council of Governments
PART 8.2 OF 8--SYSTEM CHARACTERISTICS QUESTIONNAIRE
 For Fiscal Year 2013-2014

(NOTE: Place an "X" in the proper column)

Question	YES	NO
1. Have all recommendations for corrective action from the FY 2012-2013 independent financial audit report been implemented ? IF NO, PLEASE SUBMIT A CORRECTIVE ACTION PLAN COVERING EACH RECOMMENDATION NOT ADDRESSED.	x	
2. Have all recommendations for corrective action from the FY 2012-2013 performance audit report been implemented ? IF NO, PLEASE SUBMIT A CORRECTIVE ACTION PLAN COVERING EACH RECOMMENDATION NO ADDRESSED.	x	
3. Have all past transportation development plan recommendations been implemented ? IF NO, PLEASE SUBMIT A CORRECTIVE ACTION PLAN COVERING EACH RECOMMENDATION NOT ADDRESSED.	x	
4. Does the claimant maintain it's financial records in accordance with the California State Controller's approved "uniform system of accounts and records ?	x	
5. Has the claimant submitted it's "Annual Report of Financial Transactions of Transit Operators" to the California State Controller for the fiscal year ended June 30, 2013 ?	x	
6. Is the system expected to meet the applicable farebox revenue ratio requirement for FY 2012-2013 ?	x	
7. Is the system budgeted to meet the applicable farebox revenue ratio requirement for FY 2013-2014 ?	x	
8. If the answer to questions 6 or 7 is NO (i.e. fares revenues alone are insufficient to meet the applicable revenue ratio requirement), has the claimant committed sufficient "local funds" to supplement fares and thereby comply ?		
9. Does the claimant expect to qualify for and claim an "extension of service exemption" for either FY 2012-2013 or FY 2013-2014 ?		x
10. Is a budget increase in excess of 15% proposed for FY 2013-2014 ?		x
11. Is an increase or decrease in excess of 15% in the scope of operations or capital budget provisions proposed for FY 2013-2014 ?		x

PART 8.3 OF 8--SYSTEM CHARACTERISTICS QUESTIONNAIRE
For Fiscal Year 2013-2014

(NOTE: Place an "X" in the proper column)

Question	YES	NO
(NOTE: If the answer to question 11 or 12 is YES, PLEASE SUBMIT A STATEMENT WHICH DESCRIBES THE COMPONENTS OF THE INCREASE/DECREASE AND JUSTIFIES OR SUBSTANTIATES THE CHANGE.)		
12. Is the claimant proposing an increase in executive level salaries for FY 2013-2014 ? IF YES, PLEASE SUBMIT A STATEMENT WHICH DEFINES AND JUSTIFIES THE INCREASE.		x
13. Is the claimant precluded by contract from contracting with common carriers or persons operating under franchise or license ?		x
14. Does the claimant expect to subcontract with outside parties for the provision of operator services in FY 20__-20__ ? IF YES, PLEASE SUBMIT A COPY OF ALL NEW OR AMENDED CONTRACTS NOT PREVIOUSLY SUBMITTED.		x
15. Is the claimant precluded by contract from employing part-time drivers ?		x
16. Does the claimant routinely staff public transportation vehicles designed to be operated by one person with two or more persons ?		x
17. Has the claimant's participation in the California Department of Motor Vehicle "Driver Pull Notice Program" been certified by the California Highway Patrol within the past 13 months ? IF YES, PLEASE SUBMIT A COPY OF FORM chp 339, "TRANSIT OPERATOR COMPLIANCE CERTIFICATE".	x	
18. Is the claimant's retirement system fully funded with respect to it's officers and employees ?	x	
19. Does the claimant have a private pension plan ?		x
20. If the answer to question 19 is YES and the plan is a "defined benefit plan", does the claimant do each of the following:		
a. Conduct periodic actuarial studies of it's employee pension plans to determine the annual cost of future pension benefits ?		
b. Set aside and invest, on a current basis, funds sufficient to provide for the payment of future pension benefits ?		

Kern Council of Governments
PART 8.4 OF 8--SYSTEM CHARACTERISTICS QUESTIONNAIRE
For Fiscal Year 2013-2014

LISTING OF SUBCONTRACTORS
City of California City

1. NONE
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____

(NOTE: If the contract is new or amended from prior years, please submit a copy.)

ORIGINAL

RESOLUTION NO. 04-14-2541

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CALIFORNIA CITY AUTHORIZING THE FINANCE DIRECTOR TO EXECUTE GRANT APPLICATIONS FOR ASSISTANCE UNDER THE TRANSPORTATION DEVELOPMENT ACT

BE IT RESOLVED by the City Council of the City of California City that the Finance Director is authorized to execute applications for grant assistance under the Transportation Development Act with the Kern Council of Governments for and on behalf of the City of California City to be used for the operation of the Dial-A-Ride system.

PASSED, APPROVED AND ADOPTED on the 1st day of April, 2014, by the following vote:

AYES: McGuire, Smith, Wood, Fuller, Bohannon

NOES : None

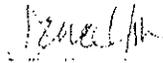
ABSENT: None

ABSTAIN: None



Mayor

ATTEST:



City Clerk

(SEAL)

ORIGINAL

RESOLUTION NO. 04-14-2543

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CALIFORNIA CITY DETERMINING THAT CALIFORNIA CITY HAS NO UNMET TRANSIT NEEDS THAT CANNOT REASONABLY BE MET BY THE EXISTING SYSTEM

WHEREAS, Title 21 of the California Administrative Code Section 6658 implementing the Transportation Development Act requires the Kern Council of Governments (Kern COG) to find the City has no unmet transit needs that cannot reasonably be met prior to approving the City's use of Transportation Development Act monies for street and road projects; and

WHEREAS, in addition to annually holding its own public hearing (as required by Transportation Development Act regulations) Kern COG requires all agencies intending to file claims to use Transportation Development Act funds for street and road projects to hold a public hearing to identify transit needs within their respective jurisdictions; and

WHEREAS, on 4/01/14, the Council held a duly noticed public hearing at which all persons desiring to comment on transit needs were given the opportunity to address, and were heard by, the Council; and

WHEREAS, the Council has responded to comments received at the public hearing and concluded there are no unmet transit needs that cannot reasonably be met within the City of California City; and

NOW, THEREFORE, the City of California City resolves the following:

1. The facts recited herein above are true and this Council has jurisdiction to consider and make determinations in the matters herein mentioned.
2. Based on comments received from the public, this Council hereby determines there are no unmet transit needs that cannot reasonably be met within the City.
3. The City Clerk shall forward a copy of the Resolution to the Kern Council of Governments.

PASSED, APPROVED AND ADOPTED on the 1st day of April, 2014, by the following

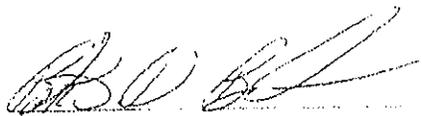
vote:

AYES: McGuire, Smith, Wood, Fuller, Bohannon

NOES: None

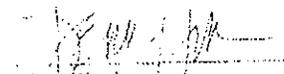
ABSENT: None

ABSTAIN: None



Mayor

ATTEST:



City Clerk

(SEAL)

AFFIDAVIT OF PUBLICATION

State of California
County of Kern

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the Mojave Desert News, a newspaper that has been adjudged to be a newspaper of general circulation by the Superior Court of the County of Kern, State of California on October 13th 1939 Case number 34058 in and for the County of Kern State of California that the notice which the annexed is a true printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit
I certify under the penalty of perjury under the laws of the State of California that the foregoing is true and correct

Executed at California City, California Kern County California on
February 27,


Barbara Schultheiss
Mojave Desert News

Dated: February 27, 2014

8148 California City Blvd
California City, CA 93505
800-541-4460

PROOF OF PUBLICATION

NOTICE OF PUBLIC HEARING
CALIFORNIA CITY CITY COUNCIL
Tuesday, April 01, 2014
City Council Chambers
21000 MacKenzie Blvd., California City 93505

NOTICE IS HEREBY GIVEN that the City Council of the City of California City will hold a PUBLIC HEARING on Tuesday, April 01, 2014 for the following purpose:

Council consider the City's UNMET TRANSPORTATION NEEDS

ALL INTERESTED PARTIES are invited to attend and provide input to the City Council on the above-scheduled matter.

Date: Tuesday, April 01, 2014
Location: Council Chambers City Hall, 21000 MacKenzie Blvd.
Time: 5:00 p.m. or as soon thereafter as possible

Dated: February 19, 2014

Denise Hinkler, City Clerk
City of California City

AFFIDAVIT OF POSTING AND PUBLICATION:

I, Denise Hinkler, City Clerk for the City of California City, do hereby attest that I caused this Notice of Public Hearing to be posted on all official City bulletin boards as required by statute, and ordered it published in an adjudicated newspaper of general circulation within the jurisdiction of the hearing (Mojave Desert News) one time, on Thursday, February 27, 2014.

Denise Hinkler, City Clerk
City of California City

ORIGINAL

RESOLUTION NO. 04-13-2508

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CALIFORNIA CITY DETERMINING THAT CALIFORNIA CITY HAS NO UNMET TRANSIT NEEDS THAT CANNOT REASONABLY BE MET BY THE EXISTING SYSTEM

WHEREAS, Title 21 of the California Administrative Code Section 6658 implementing the Transportation Development Act requires the Kern Council of Governments (Kern COG) to find the City has no unmet transit needs that cannot reasonably be met prior to approving the City's use of Transportation Development Act monies for street and road projects; and

WHEREAS, in addition to annually holding its own public hearing (as required by Transportation Development Act regulations) Kern COG requires all agencies intending to file claims to use Transportation Development Act funds for street and road projects to hold a public hearing to identify transit needs within their respective jurisdictions; and

WHEREAS, on 4/16/13, the Council held a duly noticed public hearing at which all persons desiring to comment on transit needs were given the opportunity to address, and were heard by, the Council; and

WHEREAS, the Council has responded to comments received at the public hearing and concluded there are no unmet transit needs that cannot reasonably be met within the City of California City; and

NOW, THEREFORE, the City of California City resolves the following:

1. The facts recited herein above are true and this Council has jurisdiction to consider and make determinations in the matters herein mentioned.
2. Based on comments received from the public, this Council hereby determines there are no unmet transit needs that cannot reasonably be met within the City.
3. The City Clerk shall forward a copy of the Resolution to the Kern Council of Governments.

PASSED, APPROVED AND ADOPTED on the 16th day of April, 2013, by the following

vote:

AYES: McGuire, Smith, Wood, Fuller, Bohannon

NOES: None

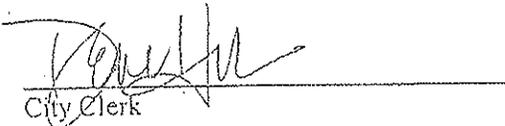
ABSENT: None

ABSTAIN: None



Mayor

ATTEST:


City Clerk

(SEAL)

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
TRANSIT OPERATOR COMPLIANCE CERTIFICATE
CHP 339 (Rev 7-90) OPI 062

TRANSIT OPERATOR NAME

City Of California City

ADDRESS

21000 Hacienda Blvd

CITY

California City

ZIP CODE

COUNTY

Kern

TELEPHONE NUMBER

760-373-7205

This is to certify that the above named transit operator was inspected on this date and found to be in compliance with California Vehicle Code Section 1808.1, regarding participation in the Department of Motor Vehicles Pull Notice Program, and with Section 12804.6, regarding transit bus operator certificates.

ISSUED BY



I.D. NUMBER

A13590

DATE

3/4/2014

Destroy previous editions.



VIII
TTAC

September 30, 201

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VIII
CAL VANS REPORT ON NATIONAL TRANSPORTATION DATABASE DATA

DESCRIPTION:

Cal Vans' National Transportation Database data is now being used to increase Federal Transit Administration Section 5307 funding for the City of Delano

DISCUSSION:

Cal Vans staff reported at its last Board of Directors meeting that some of the biggest Urbanized Zone Areas (UZAs) increases went to the cities of Delano, Imperial, and Salinas. Delano's increase was due to its recent UZA status and the fact that trips before used were reported to Porterville, are now being split between the two cities.

Additionally, Cal Vans reported that in addition to the Tehachapi Prison, residents of Palmdale and northern Los Angeles communities are vanpooling to Safety Harvesting in Tehachapi. Overall, Cal Vans is tracking a 33% year-to-date increase in miles/month over last year. Finally, Cal Vans is asking for granting funds to include electric vans for their statewide vanpool service (where appropriate).

ACTION: Information only.

September 30, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Joseph Stramaglia,
Regional Planner

SUBJECT: TTAC AGENDA NUMBER: IX
2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

DESCRIPTION:

The 2016 Regional Transportation Improvement Program (2016 RTIP) is a 5-year Program for Projects of Regional Significance and is updated every two years by the California Transportation Commission (CTC).

DISCUSSION:

The CTC has initiated the statewide 2016 State Transportation Improvement Program (2016 STIP) development process for Projects of Regional Significance. Each regional submittal to the CTC is considered an "RTIP". Once submittals are aggregated and approved by the CTC, it becomes a "STIP". The CTC draft Fund Estimate reflects no new programming capacity for the 5-year cycle. With development of new state and federal transportation legislation, the CTC may choose to defer the adoption of the Fund Estimate up to 3 months in order to revise their assumptions and potentially project new funding capacity in the outer 2 years of the 5-year program of projects.

Kern COG staff conducted the first workshop on July 22 but a draft Program of Projects was not be presented at that time. The August Workshop will be cancelled and two additional workshops will be added to the schedule beyond the September workshop. Kern COG staff will continue to focus on advancing projects from the past several RTIP cycles including the request for a specific amount of RTIP formula funding to advance and complete the State Route 58 Connector project. Additional needs include our partnership project on State Route 14 to deliver 2 additional segments; segment 1 is programmed for construction but the other 2 segments require continued commitments from the 4 partners: Inyo, Mono and Kern Counties and Caltrans. In this 2016 RTIP cycle, Kern COG staff expects to advance the following projects to construction:

- 1) State Route 58 Centennial Corridor Connector (\$20 million minimum per Kern COG 60/40 agreement);
- 2) State Route 46 widening Segment 4A (considered fully funded using federal earmark); and
- 3) State Route 14 Segments 2 and 3 (Over \$20 million is needed for construction phase of Segment 2).

BACKGROUND INFORMATION

Currently, Kern projects in the 2014 STIP include street and highway improvements on State Routes 14, 46, 58, 119 and two local streets in Ridgecrest and Tehachapi. Project status is summarized below:

STATUS OF PROJECTS OF REGIONAL SIGNIFICANCE IN 2014 STIP

RANK	PROJECT DESCRIPTION	PROGRAM PHASE	FY	STATUS
Board / 13	West Ridgecrest Blvd. Recon. & Widen	Construction	13-14	Constructed
Board / 61	Challenger Drive Extension	Construction	13-14	Constructed
Board / 14	SR 14 – Freeman Gulch Widening Phase 1	Pre-Construction	12-15	In Progress
		Construction	16-17	Not Started
Board / 14	SR 14 – Freeman Gulch Widening Phase 2	Pre-Construction	15-17	In Progress
		Construction	- - -	Not Yet Funded
Board / 60	SR 46 – Segment 4A Widening	Pre-Construction	12-13	In Progress
		Construction	16-17	Not Yet Started
5 / Board	SR 119 – Truck Climbing Lanes	Pre-Construction	12-15	In Progress
		Construction	15-16	Not Yet Started
Board	SR 58 Centennial Corridor	Pre-construction	12-15	In Progress
		Construction	17-18	Not Yet Started

Funding Shortfalls - Several projects have not advanced since 1998 because the state has fallen short in expected formula revenue streams. There are several projects in the Kern region were advanced to the environmental review phase in 1998 to create a new shelf of projects. Several of these projects were subsequently shelved because of revenue shortfall exceeding \$300 million in subsequent cycles. These projects include:

- ◆ State Route 184 Weedpatch Highway Widening – Shelved
- ◆ State Route 58 Dennison Road Interchange – Shelved
- ◆ State Route 46 Widening through Wasco – Shelved
- ◆ US 395 Widening through Ridgecrest – Shelved

Regional Adoption of 2014 Regional Transportation Improvement Program

On November 21, 2013, the KCOG Board of Directors approved its 2014 RTIP Program of Projects. The CTC Fund Estimate share for this cycle was proposed at \$ 32,269,000. Kern’s response was a request of in new programming totaling \$58.9 million in order to advance one project of regional significance in Kern County and one partnership project of regional significance in Inyo County. The KCOG staff recommendation included 1) \$49,000,000 of new RTIP funding for SR 58 Centennial Corridor with the remaining capacity going towards the partnership project Olancho Cartago Widening in Inyo County. Several other projects ready to advance in Kern County were not funded and subsequently delayed. The Kern region approved and requested \$49 million for SR 58 Centennial Corridor as part of the 2014 RTIP submittal but the Commission was only able to program \$29 million.

2016 RTIP TIMELINE

A “Save the Dates” memo was circulated in late March to announce the dates for three (3) scheduled Kern COG 2016 RTIP Workshops. The expanded time-line below includes KCOG and CTC benchmark actions leading to state approval of the 2016 STIP by April 2016.

July 2015	KCOG: Conduct first 2016 RTIP Workshop
August 2015	KCOG: Conduct second RTIP Workshop This workshop will be cancelled KCOG: Develop 2016 RTIP Program of Projects CTC: Staff Recommendation for Fund Estimate CTC: Fund Estimate Adoption or deferral CTC: Adopt 2016 STIP Guidelines

THE DATES BELOW MAY BE SUBJECT TO REVISION BASED ON CTC ACTION IN AUGUST

September 2015	KCOG: Conduct second RTIP Workshop
October 2015	KCOG: TTAC/TPPC – Circulate Admin. Draft 2016 RTIP Program of Projects
November 2015	KCOG: TTAC/TPPC – Circulate Draft 2016 RTIP Program of Projects
December 2015	KCOG: TTAC/TPPC - Request Approval of Final 2016 RTIP Program of Projects KCOG: Submit 2016 RTIP to CTC and Caltrans
February 2016	CTC: Conduct Public Hearings for Draft 2016 STIP
March 2016	CTC: Staff recommendation for 2016 STIP
April 2016	CTC: 2016 STIP Adoption

KCOG Project Selection Policy

In 1998, KCOG circulated a call for projects to the Cities and County of Kern and ranked 66 Projects of Regional Significance. This action was in response to the enactment of SB 45 which shifted 75% of formula highway revenue to regional control and 25% to state control. The KCOG RTIP Policy focused on regional equity inside and outside of the Metropolitan Bakersfield area and project readiness. The equity policy designates that 60% of State Transportation Improvement Program funds be available for projects inside Metropolitan Bakersfield Boundary (as modified by the policy). The remaining 40% of the State Transportation Improvement Program funding was for projects outside the Metropolitan Bakersfield boundary. The policy notes that funds can be flexible (moved inside and outside the designated boundary from year to year) as long as the “60/40” balance is maintained over the long-term. MOU programming is not part of the 60/40 assessment. Several of the other policy considerations are listed below.

- ◆ Once KCOG has committed to a project in the Regional Transportation Plan and Regional Transportation Improvement Program, it is KCOG's policy to continue advancing the project that has completed one phase to the next phase when funding is available;
- ◆ Once KCOG has committed to a project in the Regional Transportation Plan and Regional Transportation Improvement Plan, it is KCOG's policy to keep a project or phase of a project whole, when possible;
- ◆ KCOG leverages outside project dollars through partnerships with Caltrans (IIP), other Regions, Local contributions, regional commitments from other Counties, demonstration funds, or state bond funds;
- ◆ KCOG supports the equitable distribution of funding through the management of the Metro/Rural 60/40 programming split of State Transportation Improvement Program funding; and
- ◆ KCOG uses a ranked list of candidate Regional Transportation Improvement Program projects approved by the KCOG Board of Director's in addition to other Board Actions to manage overall project priorities.

These policy considerations are taken into account by KCOG staff when developing the RTIP Program of Projects. The RTIP process is a continuum of project development from cycle to cycle because of the extensive cost, time and effort required to advance environmental review, design, rights-of-way, and construction phases. This region's successfully delivered projects of regional significance have taken well over a decade to deliver from environmental review all the way through to construction.

Revenue Partnerships – Since 1998, the KCOG Board has partnered with Caltrans, Inyo County and Mono County as a way to leverage state highway funding along interregional focus routes 14, 46 and 58. The KCOG Board of Directors entered into Memorandums of Understanding (MOU) with Caltrans and the Counties of Inyo and Mono in order to combine Kern's regional choice funding with State choice dollars to deliver projects along the State Route 14 / US 395 Corridor up into the Counties of Inyo and Mono.

The 1998 MOU committed the KCOG Board to assist with an Inyo County project, the Olancho Cartago widening project and a project in Mono County once it's selected. As part of the 1998 MOU, Caltrans delivered the State Route 14 Mojave Widening project in Kern. The next KCOG project benefitting from this collaboration is the State Route 14 Freeman Gulch Widening project. Updates to the 3-County MOU with Inyo County, Mono County and Caltrans will be presented as a separate report as needed.

Action: Information.

- Attachment A – Project Status of Programmed STIP Projects ready to Advance
- Attachment B – 2014 STIP as approved by California Transportation Commission
- Attachment C – Other Significant Transportation Investments in Kern County
- Attachment D - Doing more with less (graphic)
- Attachment E – Project Delivery over the last 15 years
- Attachment F – 3-County MOU (as it currently stands)
- Attachment G – KCOG "Save the Dates" Memo – 2016 RTIP Workshops
- Attachment H – Fund Estimate Excerpts from CTC June 2015 agenda



September 30th, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Ben Raymond,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: X
2015-2050 GROWTH FORECAST DRAFT REPORT

DESCRIPTION:

The public comment period for the 2015-2050 Growth Forecast Draft Report closed September 12, 2015. The forecast is scheduled to be considered by the Kern COG board in November 2015.

DISCUSSION:

Background

The Regional Growth Forecast Defined - The Kern COG regional growth forecast is a long-range projection for countywide total population. The population total is used to develop housing, employment, school enrollment, and income forecasts. The forecast is used for local transportation and air quality planning as well as by the member agencies for a variety of long range planning activities. This forecast revision will serve as the growth assumption for the 2018 Regional Transportation Plan/Sustainable Communities Strategy. The forecast is used as a control target by the modeling committee and RPAC for distribution of socio-economic data throughout the county sub areas. The forecast is based on Census Data and California Department of Finance (DOF) estimates for the base year. If the growth forecast is more than 3% outside of DOF projections, Kern COG will need to provide a detailed explanation why the forecasts differs and work with DOF to agree on the forecast methodology.

Review Requirements – The Kern COG Policy and Procedure Manual states:

“Socio-Economic Forecast Data – Countywide forecasts for households, employment and other socio-economic data shall be updated not less than 3 years from the time of the Socio-economic forecast. A minimum of three years between Countywide forecast revisions is needed to allow responsible state and federal agencies time to complete their review of large environmental documents without major changes to transportation circulation modeling results...”

Kern Council of Governments

1401 19th Streets, Suite 300 Bakersfield CA 93301 661-861-2191 Facsimile 661-324-8215 TTY 661-832-7433 www.kerncog.org

The Kern COG adopted Public Policy and Procedure manual requires an advertised notice of public meetings/workshops regarding the regional growth forecast and 30-day public comment period. Additional, extensive opportunities for public comment on the forecast will be provided as part of the 2018 Regional Transportation Plan adoption.

Committee Oversight – The Kern COG Transportation Modeling sub-committee and the Regional Planning Advisory Committee (RPAC) will provide oversight during the growth forecast update. The committees currently meet together and are also responsible for sub-area distribution of the growth forecast following the adoption. The regional growth forecast will be presented to the Transportation Technical Advisory Committee (TTAC) concurrently, and then to the Transportation Planning Policy Committee/Kern COG Board for final adoption.

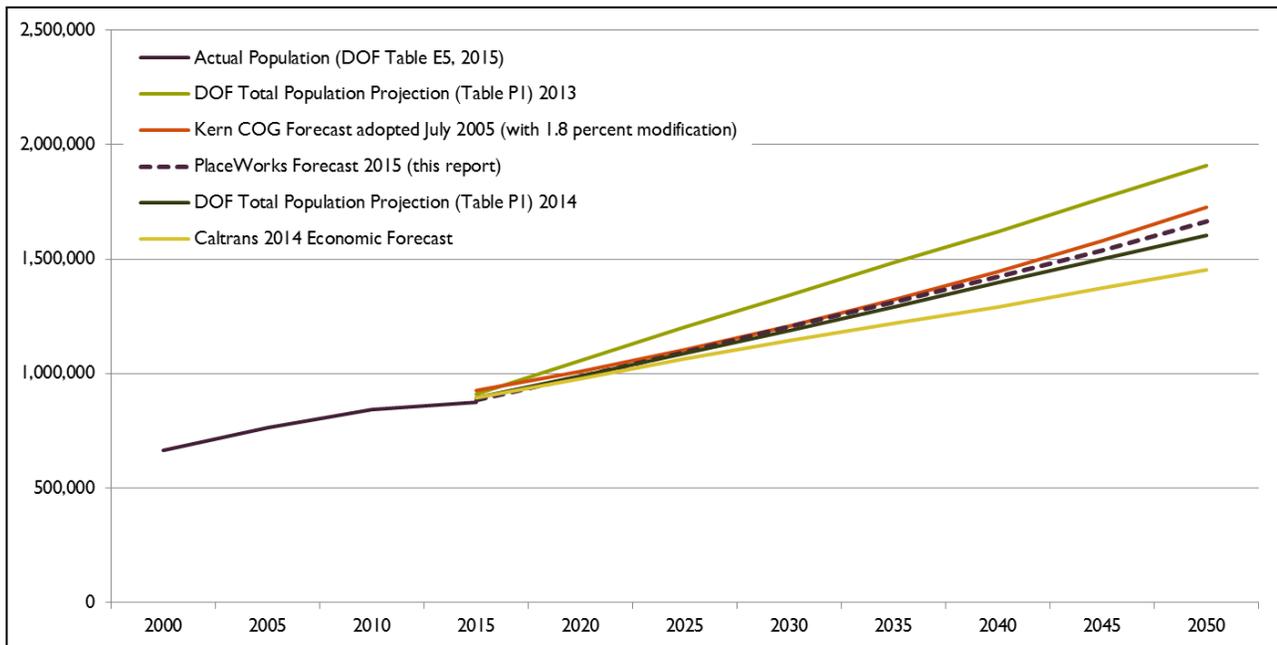
Draft Regional Growth Forecast Report – The Draft Report was made available beginning August 12, 2015 for public review and comment at www.kerncog.org/tmp/RegionalGrowthDraft.pdf . The draft was made available online and an electronic notice was sent out to the master notification database of 1,500 recipients as well as the provision of a staff report with a link to the TTAC, RPAC and TPPC in August. In addition a press release was sent out which received TV and newspaper media coverage. The public comment period closed September 12th, 2015 and no comments were received.

The primary forecasts of the regional growth forecast are for the number of households, population, housing units, and employment. The report also provides forecast data demographic characteristics including: age distribution, housing units by type, average household size, household income, race and ethnicity.

The draft report shows Kern's total population reaching 1 million by 2022 and by 2050 the population will almost double, from 874,000 in 2015 to 1.6 million. Likewise, the number of households are expected to almost double by 2050 from 263,000 in 2015 to about 512,000 in 2050. Total employment is forecasted to grow from 274,000 in 2015 to 540,000 in 2050.

The report compares the forecasts with other forecasts, projections and trends. The total population forecast stays within 3% of the latest DOF projections. The graph below depicts how the forecast for total population compares to other forecasts and projections.

Draft 2015-2050 Regional Growth Forecast



Kern Regional Growth Forecast 2015-2050			
	Total Number of Households	Total Population	Total Number of Jobs
2010	255,000	840,000	274,000
2015	263,000	874,000	322,000
2020	289,000	978,000	347,000
2025	318,000	1,084,000	374,000
2030	350,000	1,192,000	402,000
2035	385,000	1,302,000	433,000
2040	423,000	1,413,000	466,000
2045	465,000	1,526,000	502,000
2050	512,000	1,641,000	540,000
2015 to 2035			
- Increase	122,000	428,000	111,000
- Annual Growth Rate	1.9%	2.0%	1.5%
2015 to 2050			
- Increase	249,000	767,000	218,000
- Annual Growth Rate	1.9%	1.8%	1.5%

Revised Growth Forecast Timeline – The following schedule is anticipated for forecast adoption:

- ~~May 6th, 2015 – RPAC growth forecast project status update~~
- ~~June 3rd, 2015 – RPAC review initial data inputs and status update~~
- ~~August 10th, 2015 – Draft report sent to TTAC & RPAC members for review and comments.~~
- ~~August 12th, 2015 – 30-day public comment period notification (display adds/flyers/draft report to be available at www.kerncog.org)~~
- ~~August 20th, 2015 – Televised Public Workshop on Forecast~~
- ~~August 20th, 2015 – Kern COG Board reviews draft forecast for information and comments~~
- ~~September 12th, 2015 – Close of 30-day public review period~~
- September 30th, 2015 – RPAC and TTAC review report and public comments and make recommendation to Kern COG board.
- October 15th, 2015 – Kern COG Board reviews draft report and public comments.
- November 19th, 2015 - Kern COG Board considers adoption of the regional growth forecast.

ACTION: Information



September 30, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi
Executive Director

By: Rob Ball,
Director of Planning

SUBJECT: TTAC AGENDA ITEM: XI
SB 375 GREENHOUSE GAS REDUCTION TARGET SETTING TIMELINE

DESCRIPTION:

Draft revised targets to reduce greenhouse gas emissions (GHG) from passenger vehicle travel for the Kern region are scheduled for California Air Resources Board approval by late 2016.

DISCUSSION:

Background – In June 2014, Kern COG adopted the regular 4-year update to the long-range Regional Transportation Plan (RTP). This was the first plan with the Sustainable Community Strategy (SCS) element as required by Senate Bill (SB) 375. The law requires California Air Resources Board (ARB) to set GHG emission reduction targets for the 18 Metropolitan Planning Organizations (MPOs) in the state, including Kern COG. SB 375 focuses on reducing greenhouse gas emissions (GHG) from passenger vehicle travel by better coordinating land use planning with transportation expenditures. On July 23, 2015 ARB unanimously approved acceptance of the Kern COG Sustainable Community Strategy (SCS) and found that the methodology adequately demonstrates that the plan, if implemented, would meet the state greenhouse gas emission reduction targets for passenger vehicle travel. A thorough technical evaluation was developed on the SCS by ARB staff and is available online along with the Kern COG SCS at <http://www.arb.ca.gov/cc/sb375/sb375.htm>.

ARB Cycle Two GHG Target Setting Timeline as of September 16, 2015

1. Fall/Winter 2015: ARB-MPO meetings and collaboration.
2. Spring 2016 (April): MPOs provide their recommendations formally or informally so that ARB staff can review and evaluate the recommended targets before incorporating them into an ARB staff proposal.
3. Late spring 2016 (May): ARB staff provides a progress report to our Board on MPO target recommendations.
4. Summer 2016: ARB staff holds public workshops, develops a staff proposal, and prepares and circulates a draft environmental document.
5. Fall 2016: ARB staff reviews and responds to public input on the staff proposal, and responds to comments on and finalizes the environmental document.
6. Late 2016: ARB Board considers approval of updated targets, which would become effective for RTP/SCSs that will be adopted by MPOs after January 1, 2018.

ACTION: Information



September 30, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi
Executive Director

By: Rob Ball,
Director of Planning

SUBJECT: TTAC AGENDA ITEM: XII
SAN JOAQUIN VALLEY TRAVEL MODEL IMPROVEMENT PROGRAM II (VMIP2)

DESCRIPTION:

The Kern Regional Travel Demand Model is being updated with the help of a state grant awarded to the 8-San Joaquin Valley Councils of Governments (COGs), and will incorporate the latest local government planning assumptions, socio-economic data and travel survey information.

DISCUSSION:

Background – The California Transportation Commission 2010 Regional Transportation Plan Guidelines [http://www.catc.ca.gov/programs/rtp/2010 RTP Guidelines.pdf](http://www.catc.ca.gov/programs/rtp/2010_RTP_Guidelines.pdf) contain travel modeling requirements and recommendations. The guidelines include for state and federal regulations related to travel demand modeling.

The 8-San Joaquin Valley COGs received a grant from the California Strategic Growth Council to update the travel models and are scheduled to be completed by 2016.

Regional Travel Model Demand Model Update – Primary Features

1. Validate a 2014 base year for socio-economic, travel survey data and observed counts
2. Use observed cell phone data for incorporating speed information
3. Refine network with controlled access features (medians, left turn pockets, etc.)
4. Real estate market based land use forecasting tool (Cube Land)
5. Static and dynamic model validation
6. Integration of post processors for various data output requests from ARB and others
7. Incorporate recommendations from the ARB SCS Technical Evaluation
8. Documentation

ACTION: Information

September 30, 2015

TO: Kern Council of Governments

FROM: Ahron Hakimi,
Executive Director

BY: Vincent Liu,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: XIII
EPA PROPOSED RULE TO RECLASSIFY EASTERN KERN AS A MODERATE
NONATTAINMENT AREA FOR 8-HOUR OZONE

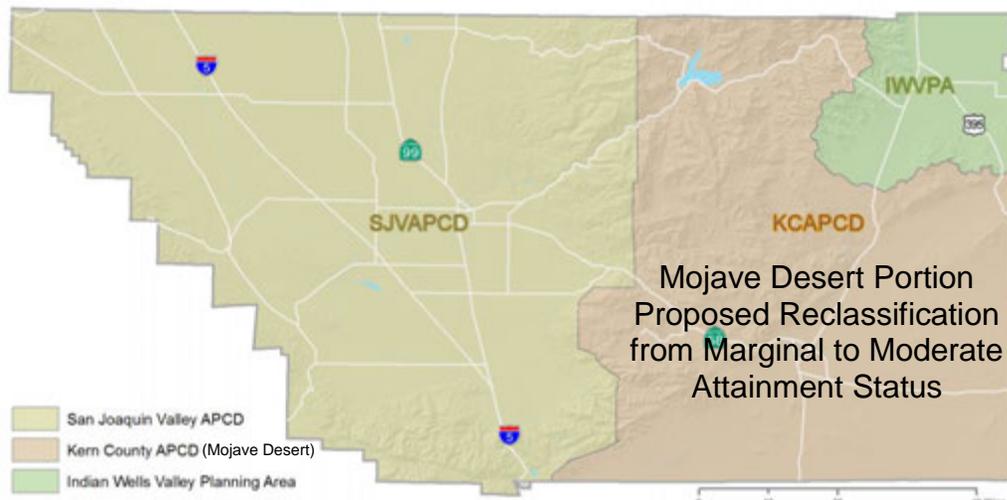
DESCRIPTION:

The U.S. Environmental Protection Agency is proposing to change the federal air quality attainment standard for Eastern Kern (excluding the Indian Wells Valley) from a 2015 attainment date to 2017.

DISCUSSION:

The Eastern Kern (Mojave Desert, Kern County APCD) area is currently designated as nonattainment for the National Ambient Air Quality Standards (NAAQS) for 8-hour ozone. According to the notice published in the Federal Register (<http://www.gpo.gov/fdsys/pkg/FR-2015-08-27/pdf/2015-21196.pdf>) Eastern Kern did not attain the 2008 ozone national standard by the July 20, 2015, attainment date, and will be reclassified as "Moderate" by the EPA. Once Eastern Kern is reclassified as moderate, the State of California will be required to submit a revised State Implementation Plan (SIP) that addresses the nonattainment classification. The Kern COG regional air quality conformity analysis for transportation projects in the region should be easily updated to include the new attainment year.

ACTION: Information





XIV.
TTAC

September 30, 2015

TO: Transportation Modeling Committee and
FROM: Ahron Hakimi
Executive Director
By: Ed Flickinger,
Regional Planner III
SUBJECT: TTAC AGENDA ITEM: XIV
REGIONAL TRAFFIC COUNT PROGRAM – PILOT STUDY

DESCRIPTION:

As part of the on-going Regional Traffic Count Program, a pilot study to collect bicycle and pedestrian counts is being performed.

DISCUSSION:

Background – Traffic monitoring and pavement management are mandated under Federal Title 23 Part 500 Management and Monitoring Systems. In addition to traffic monitoring, traffic volume data obtained by traffic counters is used to validate the regional transportation model and used for engineering and planning purposes by local agencies. Traffic counts are used in the annual pavement management report that provides technical data on road samples throughout Kern County. From 2006 through the Fiscal Year ending June 2015, over 9,100 daily counts, 4,600 classification counts, and 96 control station counts have been acquired and are available online at <http://www.kerncog.org/data-center/regional-traffic-count-data-map> . To use all the features, please **login** as **kernguest** and for **password** use **traffic123**. A Quick Help Guide can be found at <http://kerncog.ms2soft.com/tcds/nethelp/QRG-TCDS.pdf> .

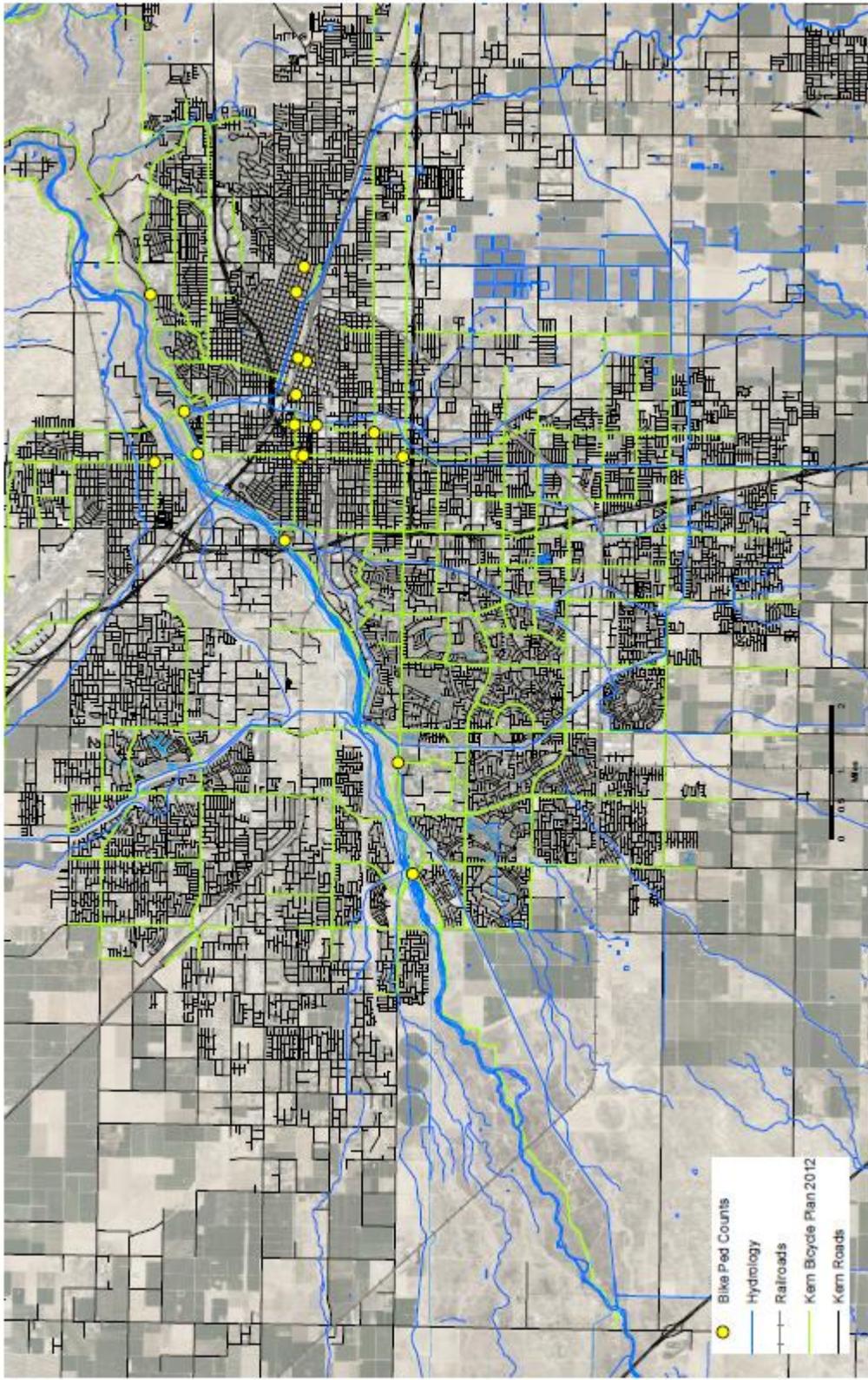
In January 2004, A Memorandum of Understanding (MOU) establishing the Kern Regional Traffic Count program was approved by the Kern COG Board between Caltrans, the County, the City of Bakersfield and Kern COG representing the outlying communities. The program is funded through the Federal Transportation Improvement Program (FTIP) per the requirements of the MOU. The program is funded at \$79,677 per year for traffic count consulting services. COG staff time for administration is funded by federal planning (PL) and/or local Transportation Development Act (TDA) matching funds.

In 2008 a transportation monitoring system plan was completed with the help of a consultant and extensive input from member agencies. A link to the final report can be found at <http://www.kerncog.org/publications/general-transportation-reports> titled *Regional Transportation Monitoring Improvement Plan Final Report 1-4-08 with TOC*. The program has provided more consistent and frequent traffic count, vehicle mix, and other transportation monitoring data. The regional program eliminates potential duplication of effort in counting programs between Kern COG member agencies and Caltrans. The plan includes a provision to periodically review the traffic count program.

Regional Traffic Count Program Update – Staff is in the process of developing an update to the Transportation Monitoring Improvement Plan. The focus of the update is the addition of a regional bicycle and pedestrian traffic count program. The goal of this program is to provide a consistent, comprehensive data on bicycle and pedestrian activity for analysis of the need/benefit of investment in these modes for consideration by local decision makers. Recent changes in federal and state law such as SB 375 are

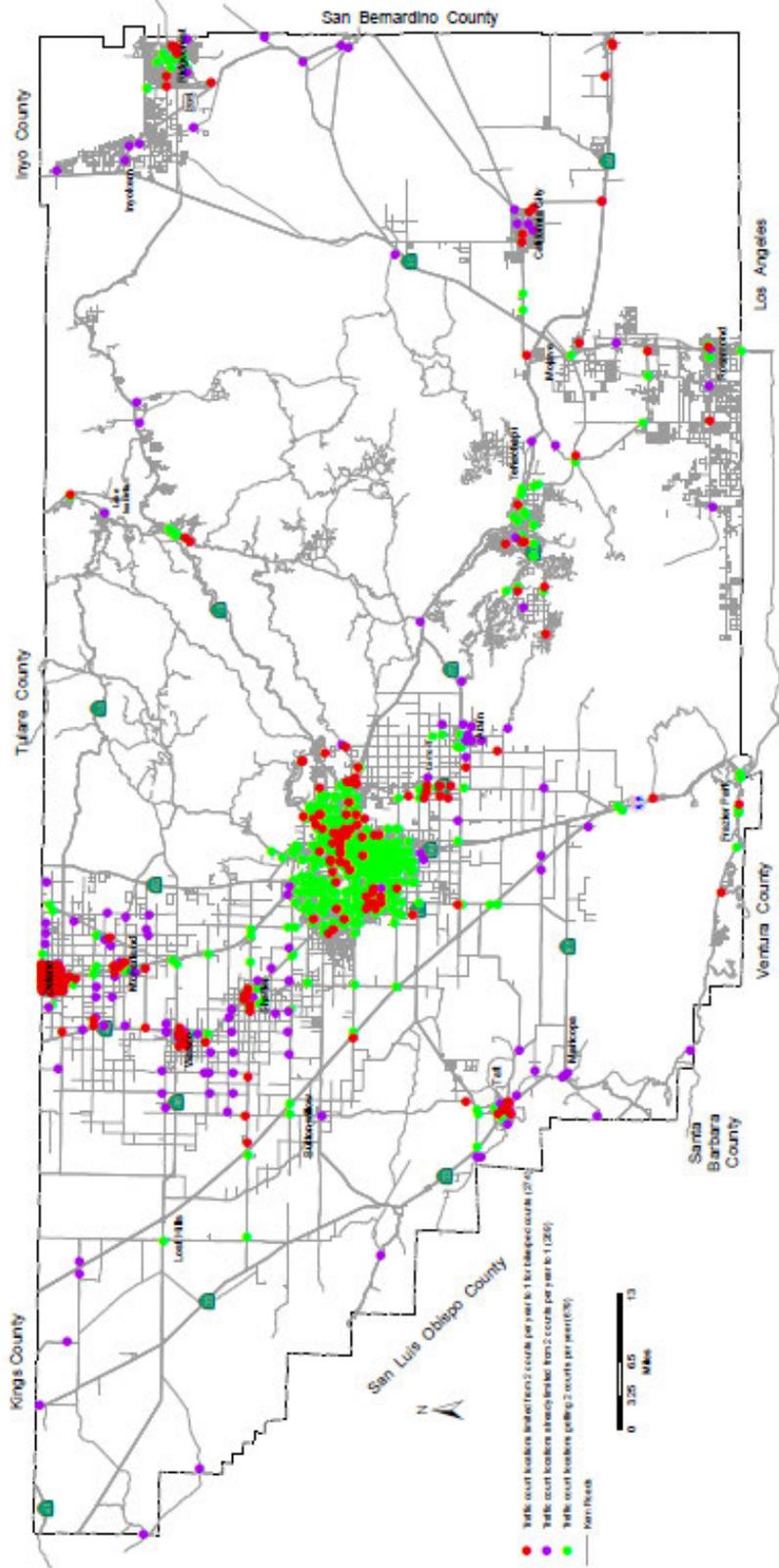
Attachment 1 - Map of Pilot Study Bicycle/Pedestrian Count Locations.

Draft Pilot Project Locations of Bike and Ped Counts - 7/2015



Attachment 2 - Map of the additional 274 locations limited to one count per year.

Traffic Count Locations that will have limit of one count in lieu of Bike/Ped Count





XV.
TTAC

September 30, 2015

TO: Transportation Planning Policy Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Rob Ball,
Planning Director

SUBJECT: TTAC AGENDA ITEM: XV
DRAFT 2015 CONFORMITY ANALYSIS FOR THE PARTICULATE MATTER 2.5 AIR
QUALITY ATTAINMENT PLAN AND 2015 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM (FTIP) AMENDMENT #12

DESCRIPTION:

The Air Quality Conformity Analysis for the San Joaquin Valley Air Pollution Control District (SJVAPCD) Particulate Matter (PM) 2.5 Attainment Plan and the 2015 FTIP Amendment No. 12 were circulated to the Transportation Technical Advisory Committee via email August 28, 2015. Draft documents are available at www.kerncog.org.

DISCUSSION:

Background - The federal Clean Air Act allows federal transportation funding to be halted if a region does not demonstrate “conformity” to the air quality attainment plans prepared by the air district. Conformity means the on-road mobile sources of air pollution (cars and trucks), do not exceed their future year budget set by the air districts’ air quality attainment plans. Attainment plans prepared by the air districts are also known as State Implementation Plans (SIP). The air district prepares an attainment plan for each pollutant that has exceeded the federal standard. In addition to on-road mobile sources the attainment plan budgets emissions reductions for off-road mobile sources (trains, construction equipment, etc.) stationary sources (refineries, cement plants, etc.), and area sources (agriculture, fire places, etc.).

The SJVAPCD has adopted the PM 2.5 Plan based on the (1997) standard. This is one of eight attainment plans that Kern COG must demonstrate conformity with anytime a transportation project is amended or an Air District Plan is updated.

Timeline - The Draft 2015 Federal Transportation Improvement Program (FTIP) Amendment No. 12 and Draft 2015 Conformity Analysis for the 2008 Ozone and 2012 PM 2.5 Standards for the 2014 Regional Transportation Plan and 2015 FTIP Amendment No. 12 were available for public review beginning August 28, 2015 on the Kern COG website at www.kerncog.org. A public hearing was held on September 9, 2015; no comments were received. Public comments continued to be accepted until the close of the public review September 28, 2015.

The next step in the process is to request approval by the Transportation Technical Advisory Committee. Kern COG staff recommends approval. The final documents are scheduled for consideration and adoption at the October 15, 2015 Kern COG Board meeting. State and federal approval is required. The expected federal approval date is December 2015.

Conformity Demonstration / 2015 FTIP Amendment No.12

<u>Date</u>	<u>Event</u>
August 28, 2015	Start 30-day public review period
August 28, 2015	Email Draft to Transportation Technical Advisory Committee (TTAC), Transportation Planning Policy Committee (TPPC)
September 9, 2015	4:30 PM Public Hearing
September 28, 2015	End of 30-day public review period
September 30, 2015	Comments and Responses presented to TTAC, with request for recommended approval of Final documents
October 15, 2015	Request adoption of Final documents from TPPC
October 19, 2015	Submit Final documents to state and federal agencies for approval
December 2015	Anticipated federal approval

ACTION:

Recommend approval of the 2015 Federal Transportation Improvement Program Amendment No. 12 and the 2015 Conformity Analysis for the 2008 Ozone and 2012 PM 2.5 Standards for the 2014 Regional Transportation Plan and 2015 FTIP Amendment No. 12 to the Transportation Planning Policy Committee.

KERN COUNCIL OF GOVERNMENTS
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE AND
CONGESTION MANAGEMENT AGENCY TECHNICAL ADVISORY COMMITTEE

KERN COG CONFERENCE ROOM
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA

WEDNESDAY
NOVEMBER 4, 2015
10:00 A.M.

I. ROLL CALL:

- II. PUBLIC COMMENTS:** This portion of the meeting is reserved for persons to address the Committee on any matter not on this agenda but under the jurisdiction of the Committee. Committee members may respond briefly to statements made or questions posed. They may ask a question for clarification; make a referral to staff for factual information or request staff to report back to the Committee at a later meeting. **SPEAKERS ARE LIMITED TO TWO MINUTES. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD PRIOR TO MAKING A PRESENTATION.**

Disabled individuals who need special assistance to attend or participate in a meeting of the Transportation Technical Advisory Committee may request assistance at 1401 19th Street, Suite 300; Bakersfield CA 93301 or by calling (661) 861-2191. Every effort will be made to reasonably accommodate individuals with disabilities by making meeting material available in alternative formats. Requests for assistance should be made at least three (3) working days in advance whenever possible.

III. APPROVAL OF DISCUSSION SUMMARY: Meeting of September 30, 2015

IV. FISCAL YEAR 2015-16 TRANSPORTATION DEVELOPMENT ACT (TDA) PUBLIC TRANSIT CLAIM – COUNTY OF KERN FOR \$5,746,180 (Snoddy)

Comment: FY 2015-16 Transportation Development Act Public Transit claim for the County of Kern (Kern Transit) for \$5,746,180

Action: Review FY 2015-16 TDA Public Transit Claim for the County of Kern for \$5,746,180 and recommend approval to the Transportation Planning Policy Committee.

V. FISCAL YEAR 2015-2016 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS CLAIM – COUNTY OF KERN FOR \$3,506,543 (Snoddy)

Comment: FISCAL YEAR 2015-16 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS CLAIM – COUNTY OF KERN FOR \$3,506,543

Action: Review FY 2015-16 TDA Streets and Roads Claim for the County of Kern for \$3,506,543 and recommend approval to the Transportation Planning Policy Committee.

VI. KERN REGION PROP. 1B TRANSIT SAFETY CALL FOR PROJECTS FOR FISCAL YEARS 2015-2016 (\$676,193) (Snoddy)

Comment: The Governor's Office of Emergency Services (Cal OES) has announced a FY 2015-16 call for projects for the Transit Systems Safety, Security and Disaster Relief Account (TSSSDRA) funded by Proposition 1B for \$676,193.

Action: Information

VII. FY 2016-17 OVERALL WORK PROGRAM (Phipps)

Comment: Kern COG is developing its 2016-17 Overall Work Program and is soliciting eligible projects for possible inclusion.

Action: Information

VIII. FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AMENDMENT #13 – TIMELINE (Pacheco)

Comment: Upcoming amendment schedule for 2015 FTIP Amendment No. 13.

Action: Information

IX. PROJECT ACCOUNTABILITY TEAM REPORT (Pacheco)

Comment: 100% of RSTP and TE projects have approved funding authorization. 82% of CMAQ projects have approved funding authorization. The remaining CMAQ project and all the transit projects are awaiting funding authorization.

Action: Information

X. CONGESTION MITIGATION AIR QUALITY (CMAQ) - PROJECT DELIVERY PRESENTATION (Pacheco)

Comment: A presentation will be provided by Steve Woods, Golden Empire Transit District, regarding the construction of a public transit center that is part of the Congestion Mitigation Air Quality (CMAQ) Program.

Action: Information

XI. CONGESTION MITIGATION AIR QUALITY (CMAQ) – SUMMARY OF COMMENTS AND RESPONSES (Pacheco)

Comment: CMAQ applications were due September 3, 2015. A summary of comments and responses is being prepared. Applications and summary of comments will be mailed to the TTAC for review under a separate cover.

Action: Information

XII. KERN COG OFFERS GEOGRAPHIC INFORMATION SYSTEM (GIS) SERVICES AND MAPPING SUPPORT AGREEMENTS TO MEMBER AGENCIES (Liu)

Comment: Maricopa, Wasco, Shafter, the East Kern Resource Conservation District and the Kern Water Agency have on-going agreements with Kern COG to provide on call, priority GIS mapping and technical support on an as needed basis for a fixed hourly rate in addition to Kern COG normal level of technical assistance at no charge as resources are available.

Action: Information

XIII. 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (Stramaglia)

Comment: The 2016 Regional Transportation Improvement Program (2016 RTIP) is a 5-year Program for Projects of Regional Significance.

Action: Recommend that the Transportation Planning Policy Committee approve Attachment A and direct staff to submit the 2016 RTIP document to Caltrans and the CTC.

XIV. 2018 REGIONAL TRANSPORTATION PLAN – ADMINISTRATIVE DRAFT TABLE 5.1 CAPITAL IMPROVEMENT PROGRAM (Stramaglia)

Comment: The 2018 Regional Transportation Plan update has been initiated by Kern COG and the Capital Improvement Program of financially constrained projects is an integral element of this update.

Action: Information

XV. 2018 REGIONAL TRANSPORTATION PLAN – ADMINISTRATIVE DRAFT TABLE 5.2 CAPITAL IMPROVEMENT PROGRAM (Stramaglia)

Comment: The 2018 Regional Transportation Plan update has been initiated by Kern COG and the Capital Improvement Program of unfunded projects is an integral element of this update.

Action: Information

XVI. STATE SELECTED ACTIVE TRANSPORTATION PROGRAM PROJECTS

Comment: The Active Transportation Program (ATP) provides funding for non-motorized transportation projects, safe routes to schools projects and active transportation planning programs.

Action: Information

XVII. REGIONALLY SELECTED ACTIVE TRANSPORTATION PROGRAM PROJECT

Comment: The Active Transportation Program (ATP) provides funding for non-motorized transportation projects, safe routes to schools projects and active transportation planning programs.

Action: Recommend approval of Kern River Parkway Bike Trail Western Extension Phase I project submitted by the County of Kern as the Regionally Funded Active Transportation Program project to the Transportation Planning Policy Committee

XVIII. MEMBER ITEMS

XIX. ADJOURNMENT

The December 2, 2015 meeting of the Transportation Technical Advisory Committee is scheduled to be dark. The next scheduled meeting will be Wednesday January 6, 2016

KERN COUNCIL OF GOVERNMENTS
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE AND
CONGESTION MANAGEMENT AGENCY TECHNICAL ADVISORY COMMITTEE

KERN COG CONFERENCE ROOM
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA

WEDNESDAY
September 30, 2015
10:00 A.M.

Chairman Schlosser called the meeting to order at approximately 10 a.m. A “sign-in” sheet was provided.

I. ROLL CALL

MEMBERS PRESENT:

Dennis Speer	City of Ridgecrest
Joe West	NOR/CTSA
Pedro Nunez	City of Delano
Bob Wren	City of Wasco
Jay Schlosser	City of Tehachapi
Bob Neath	Kern County
Paul Marquez	Caltrans
Robert Ruiz	City of Arvin
Steve Woods	GET
Wayne Clausen	City of Shafter
Craig Jones	City of Taft
Ted Wright	City of Bakersfield

STAFF:

Ahron Hakimi	Kern COG
Peter Smith	Kern COG
Ben Raymond	Kern COG
Joe Stramaglia	Kern COG
Rob Ball	Kern COG
Bob Snoddy	Kern COG
Tami Jones	Kern COG
Vincent Liu	Kern COG
Ben Raymond	Kern COG
Raquel Pacheco	Kern COG

OTHER:

Jason Cater	Bike Bakersfield
Cindy Parra	Bike/Pedestrian Safety Coalition
Paul Marquez	Caltrans
Jim Appodaca	Tejon Tribe

- II. PUBLIC COMMENTS:** This portion of the meeting is reserved for persons to address the Committee on any matter not on this agenda but under the jurisdiction of the Committee. Committee members may respond briefly to statements made or questions posed. They may ask a question for clarification, make a referral to staff for information or request staff to report to the Committee at a later date.

SPEAKERS ARE LIMITED TO TWO MINUTES. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD PRIOR TO MAKING A PRESENTATION

Mr. Smith introduced Mr. Appodaca with the Tejon Indian Tribe, Mr. Smith stated the Tejon tribe may be represented on the TTAC in the future if the Tejon Tribe chose to do so.

III. **APPROVAL OF DISCUSSION SUMMARY:** Meeting of August 5, 2015. Mr. Clausen made a motion to recommend approval to the Transportation Planning Policy Committee. Mr. McNamara seconded the motion. Motion carried.

IV. **KERN COG QUARTERLY UNMET TRANSIT NEEDS UPDATE**

Mr. Snoddy advised that the Transportation Planning Policy Committee had requested that Kern COG staff prepare a quarterly update regarding scheduled unmet transit needs public outreach/hearings and facility improvement projects identified from the FY 2015-16 public hearing. Mr. Snoddy presented the update to the committee.

This item was for information only.

V. **LOW CARBON TRANSIT OPERATIONS FY 2015-16 PROGRAM OF PROJECTS**

Mr. Snoddy advised that pursuant to Health and Safety Code Section 39719, the Controller shall allocate the Greenhouse Gas Reduction Fund according to the requirements of the Low Carbon Transit Operations Program (LCTOP). The Kern Region apportionment amount is unknown for FY 2015-16.

Mr. Snoddy stated that they waiting to hear the amount of funds that the Kern Region will receive.

Mr. Snoddy provided the committee with a new extended scheduled. Mr. Snoddy advised that he will inform the committee via email as soon as he receives the information.

This item was for information only.

VI. **FISCAL YEAR 2013/14 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS CLAIM – CITY OF CALIFORNIA CITY FOR \$182,418**

Mr. Snoddy presented the FY 2013/14 Transportation Development Act Streets and Roads claim for the City of California City for \$182,418.

The action requested is to review FY 2013/14 TDA Streets and Roads Claim for the City of California City for \$182,418 and recommend approval to the Transportation Planning Policy Committee. Mr. Woods made a motion to recommend approval to the Transportation Planning Policy Committee. Mr. Neath seconded the motion. Motion carried.

VII. **FISCAL YEAR 2013-14 TRANSPORTATION DEVELOPMENT ACT (TDA) PUBLIC TRANSIT CLAIM – CITY OF CALIFORNIA CITY FOR \$449,029**

Mr. Snoddy presented the FY 2013-14 Transportation Development Act Public Transit claim for the City of California City for \$449,029.

The action requested is to review FY 2013-14 TDA Public Transit Claim for the City of California City for \$449,029 and recommend approval to the Transportation Planning Policy Committee. Mr. Woods made a motion to recommend approval to the Transportation Planning Policy Committee. Mr. Neath seconded the motion. Motion Carried.

VIII. **CAL VANS REPORT ON NATIONAL TRANSPORTATION DATABASE DATA**

Mr. Snoddy stated that Cal Vans' National Transportation Database data is now being used to increase Federal Transit Administration Section 5307 funding for the City of Delano.

This item was for information only.

IX. 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Stramaglia stated that the 2016 Regional Transportation Improvement Program (2016 RTIP) is a 5-year Program for Projects of Regional Significance and is updated every two years by the California Transportation Commission (CTC).

Mr. Stramaglia gave a brief update on the Program of Projects.

Mr. Stramaglia stated that due to the fund estimate processing not being delayed, he will be canceling the October, November and December workshops.

This item was for information only.

X. 2015-2050 GROWTH FORECAST DRAFT REPORT

Mr. Raymond gave a brief overview of the draft report. Mr. Raymond stated that the public comment period for the 2015-2050 Growth Forecast Draft Report closed September 12, 2015. Mr. Raymond advised that at the RPAC committee would be considering an action to recommend adoption of the forecast by the TTPC at the November 2015 meeting.

This item was for information only.

XI. SB 375 GREENHOUSE GAS REDUCTION TARGET SETTING TIMELINE

Mr. Ball advised that the draft revised targets to reduce greenhouse gas emissions (GHG) from passenger vehicle travel for the Kern region are scheduled for California Air Resources Board approval by late 2016.

This item was for information only.

XII. SAN JOAQUIN VALLEY TRAVEL MODEL IMPROVEMENT PROGRAM II (VMIP2)

Mr. Ball explained that the Kern Regional Travel Demand Model is being updated every 4 years. He went on to state that it is currently being updated with the help of a state grant awarded to the 8-San Joaquin Valley Councils of Governments (COGs), and will incorporate the latest local government planning assumptions, socio-economic data and travel survey information.

This item was for information only.

XIII. EPA PROPOSED RULE TO RECLASSIFY EASTERN KERN AS A MODERATE NONATTAINMENT AREA FOR 8-HOUR OZONE

Mr. Liu advised the committee that the U.S. Environmental Protection Agency is proposing to change the federal air quality attainment standard for Eastern Kern (excluding the Indian Wells Valley) from a 2015 attainment date to 2017.

This item was for information only.

XIV. REGIONAL TRAFFIC COUNT PROGRAM – PILOT STUDY

Mr. Ball advised that as part of the on-going Regional Traffic Count Program, a pilot study to collect bicycle and pedestrian counts is being performed.

Mr. Ball asked the committee to contact them if they had any potential count locations or sources.

Mr. Ball answered questions from the committee.

Mr. Woods offered to provide Kern COG with their ped counts.

Cindy Parra spoke of behalf of the Bike/Pedestrian Safety Coalition. Ms. Parra encouraged the committee to authorize this pilot program. She stated that she wanted to committee to understand the importance of continuing to apply for Grants and funding for future infrastructure, which will not only make it safer for bicyclists and pedestrians, as well as motorists.

Jason Cater from Bike Bakersfield also gave his appreciation and support for this pilot program and encouraged the committee to continue to seek funding for future projects. Mr. Cater also offered the assistance of Bike Bakersfield with locating count locations.

Chairman Schlosser asked Kern COG to notify the cities via email of the locations that they choose for the counts.

This item was for information only.

XV. DRAFT 2015 CONFORMITY ANALYSIS FOR THE PARTICULATE MATTER 2.5 AIR QUALITY ATTAINMENT PLAN AND 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AMENDMENT #12

Mr. Ball advised that the Air Quality Conformity Analysis for the San Joaquin Valley Air Pollution Control District (SJVAPCD) Particulate Matter (PM) 2.5 Attainment Plan and the 2015 FTIP Amendment No. 12 were circulated to the Transportation Technical Advisory Committee via email August 28, 2015. Draft documents are available at www.kerncog.org.

The action requested is to Recommend approval of the 2015 Federal Transportation Improvement Program Amendment No. 12 and the 2015 Conformity Analysis for the 2008 Ozone and 2012 PM 2.5 Standards for the 2014 Regional Transportation Plan and 2015 FTIP Amendment No. 12 to the Transportation Planning Policy Committee. Mr. Wright made a motion to recommend approval to the Transportation Planning Policy Committee. Mr. Ruiz seconded the motion.

XVI. MEMBER ITEMS

Mr. Ball advised the committee that Kern Transportation Foundation met on September 28th. He provided the committee with a handout from that meeting pertaining to the shortfall in transportation funding.

Mr. Smith stated that CTC announced the results of the ATP applications. Kern County did very well. Mr. Smith advised that 6 out of 23 projects were awarded. The Mojave Pedestrian project was the highest rated project of 996 projects submitted.

XVII. ADJOURNMENT

Chairman Schlosser adjourned the meeting at 10:55 AM. The next scheduled meeting of the Transportation Technical Advisory Committee will be Wednesday November 4, 2015.

November 4, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

BY: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: IV
FISCAL YEAR 2015-16 TRANSPORTATION DEVELOPMENT ACT (TDA) PUBLIC TRANSIT CLAIM –
COUNTY OF KERN FOR \$5,746,180

DESCRIPTION:

FY 2015-16 Transportation Development Act Public Transit claim for the County of Kern (Kern Transit) for \$5,746,180

DISCUSSION:

Kern COG staff has received and reviewed the following TDA claim for the County of Kern for \$5,746,180.

<u>Claimant</u>	<u>LTF</u>	<u>STAF</u>	<u>TOTAL</u>
City of Wasco	\$4,679,602	\$1,066,578	\$ 5,746,180

This claim has been evaluated in accordance with the following criteria: 1) the maximum funding level does not exceed claimants' deferred revenues, plus current year apportionments, less required public transit financing; 2) claimants have conducted a public hearing within its jurisdiction to receive testimony regarding unmet transit needs and have made an appropriate finding by resolution of its governing body; 3) project proposed for funding is in conformity with the Regional Transportation Plan; and 4) claimants have not requested or received funds in excess of its current year expenditure. Staff recommends approval.

ACTION:

Review FY 2015-16 TDA Public Transit Claim for the County of Kern for \$5,746,180 and recommend approval to the Transportation Planning Policy Committee.

Kern Council of Governments
 Transportation Development Act -- "Schedule A"
 LTF STAF FUND ESTIMATE AND APPORTIONMENT FACTORS
 FY 2015/16

Revised: February 12, 2015

Prospective Claimant	POPULATION BASIS 01/01/14	POPULATION RATIO	L.T.F. POPULATION APPORTIONMENT	S.T.A.F. POPULATION APPORTIONMENT	REVENUE BASIS	S.T.A.F. REVENUE APPORTIONMENT	TOTAL APPORTIONMENT
ARVIN	20,037	2.32%	\$874,019.41	\$111,703.62	\$73,250.00	\$3,981.00	\$989,704.03
BAKERSFIELD (1)	360,633	41.76%	\$14,944,364.36	\$2,010,481.18	\$0.00	\$0.00	\$16,954,845.55
CALIFORNIA CITY	13,197	1.53%	\$575,656.74	\$73,571.53	\$35,730.00	\$1,942.00	\$651,170.27
DELANO	52,134	6.04%	\$2,274,099.30	\$290,640.14	\$87,084.00	\$4,733.00	\$2,569,472.45
GOLDEN EMPIRE TRANS (1)	N/A	0.00%	\$0.00	\$0.00	\$5,969,978.00	\$324,448.00	\$324,448.00
MARICOPA	1,169	0.14%	\$50,992.10	\$6,517.02	\$0.00	\$0.00	\$57,509.12
MCFARLAND	12,624	1.46%	\$550,662.32	\$70,377.13	\$0.00	\$0.00	\$621,039.45
RIDGECREST	28,461	3.30%	\$1,241,476.59	\$158,666.30	\$212,817.00	\$11,585.00	\$1,411,708.89
SHAFTER	17,096	1.98%	\$745,732.18	\$95,307.93	\$39,744.00	\$2,160.00	\$843,200.12
TAFT	8,936	1.03%	\$389,790.76	\$49,817.02	\$351,483.00	\$19,102.00	\$458,709.77
TEHACHAPI	13,348	1.55%	\$582,243.40	\$74,413.33	\$4,559.00	\$248.00	\$656,904.73
WASCO	25,793	2.99%	\$1,125,097.70	\$143,792.56	\$26,710.00	\$1,452.00	\$1,270,342.25
KERN CO.-IN (1)	118,899	13.77%	\$4,927,086.48	\$662,846.17	\$0.00	\$0.00	\$5,589,932.65
KERN CO.-OUT	191,319	22.15%	\$8,345,386.98	\$1,066,578.07	\$899,092.00	\$48,863.00	\$9,460,828.05
METRO-BAKERSFIELD CTSA	N/A	N/A	\$1,045,865.83	\$0.00	\$0.00	\$0.00	\$1,045,865.83
PROOF	N/A		\$37,672,474.16	\$4,814,712.00	\$7,700,447.00	\$418,495.00	\$42,905,681.16
TOTALS	863,646	100.00%	\$37,672,474.16	\$4,814,712.00	\$7,700,447.00	\$418,495.00	\$42,905,681.16
KERN COG ADMINISTRATION	N/A	1.00%	\$400,305.11	\$0.00	N/A	\$0.00	\$400,305.11
KERN PEDESTRIAN/BIKEWAY	N/A	2.00%	\$792,604.13	\$0.00	N/A	\$0.00	\$792,604.13
KERN COG PLANNING (2)	N/A	3.00%	\$1,165,128.07	\$0.00	N/A	\$0.00	\$1,165,128.07
ESTIMATED TOTAL	N/A		\$40,030,511.47	\$4,814,712.00	N/A	\$418,495.00	\$45,263,718.47

NOTES:

(1) THE GOLDEN EMPIRE TRANSIT DISTRICT RETAINS CLAIMANT PRIORITY TO THE CITY OF BAKERSFIELD AND KERN-IN FUNDS. THE CITY OF BAKERSFIELD AND COUNTY OF KERN SHALL FUND 75.35% AND 24.65% OF GET'S CLAIM, RESPECTIVELY.

(2) PURSUANT TO P.U.C. SECTION 99262, CLAIMANTS MAY DESIGNATE FUNDING FOR CONTRIBUTIONS TO THE REGIONAL PLANNING PROCESS. SEE SCHEDULE "B" FOR THE DISTRIBUTION OF THIS AMOUNT BY AREA OF APPORTIONMENT.

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT

SCHEDULE "B"

PLANNING CONTRIBUTIONS BY AREA OF APPORTIONMENT

Fiscal Year 2015-2016

Revised: February 12, 2015

Prospective Claimant	POPULATION BASIS at 01/01/14	POPULATION RATIO	PLANNING CONTRIBUTION
ARVIN	20,037	0.0232	\$27,032
CALIFORNIA CITY	13,197	0.0153	\$17,804
DELANO	52,134	0.0604	\$70,333
GOLDEN EMPIRE TRANSIT	479,532	0.5552	\$646,927
MARICOPA	1,169	0.0014	\$1,577
MCFARLAND	12,624	0.0146	\$17,031
RIDGECREST	28,461	0.033	\$38,396
SHAFTER	17,096	0.0198	\$23,064
TAFT	8,936	0.0103	\$12,055
TEHACHAPI	13,348	0.0155	\$18,008
WASCO	25,793	0.0299	\$34,797
KERN REGIONAL TRANSIT	191,319	0.2215	\$258,105
PROOF	N/A	-	\$1,165,128
TOTALS	863,646	100.00%	\$1,165,128

Kern Council of Governments
TRANSPORTATION DEVELOPMENT ACT
PUBLIC TRANSIT CLAIM
FY 2015-2016
PART 1 OF 8 -- CLAIMANT INFORMATION

I. Claimant Information

Agency: Kern Regional Transit

Mailing Address: 2700 M Street, Suite 200

Office Address: _____

City, State, Zip Bakersfield, CA 93301

Telephone: (661) 862-8850

II. Contact Person

Name: Bob Neath

Title: Engineering Manager

Department: Kern Regional Transit

Mailing Address: 2700 M Street, Suite 200

Office Address: _____

City, State, Zip Bakersfield, CA 93301

Telephone: (661) 862-8859

FAX: (661) 862-8851

E-Mail: bobn@co.kern.ca.us

WEB Site: http://www.co.kern.ca.us/roads/regionaltransportation.asp

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT
PUBLIC TRANSIT CLAIM
PART 2 OF 8 - CLAIM AND ASSURANCES
For Fiscal Year 2015-2016

A. CLAIM: The Kern Regional Transit hereby claims Local Transportation Fund and State Transit Assistance Fund apportionments and allocations for the 2014-2015 fiscal year plus all unencumbered funds and/or deferred revenues held in its local treasury for public transit uses.

B. COMPLIANCE

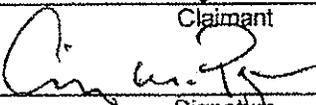
ASSURANCES: The Kern Regional Transit hereby certifies that, as a condition of receiving funds pursuant to California Public Utilities Code Sections 99200, et. seq., and California Code of Regulations Sections 6600, et. seq., as amended, it shall ensure that:

1. All funds will be expended in compliance with the requirements of California Public Utilities Code Sections 99200 through 99408, California Code of Regulations Sections 6600 through 6756 and Kern Council of Governments' Transportation Development Act Rules and Regulations.
2. All funds will be expended in accordance with the budgets described in Part 6 of this claim, attached hereto and made a part hereof, by this reference.

These assurances are given in consideration of and the for the purpose of obtaining any and all funds apportioned and allocated for public transit purposes pursuant to Public Utilities Codes, Division 10, Part 11, Chapter 4 of the State of California.

The person whose signature appears below has been authorized to provide the assurances cited above and to prepare, submit and execute this claim on behalf of:

Kern Regional Transit
Claimant

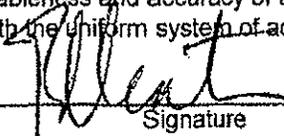

Signature

10/16/15
Date

Craig Pope, Director
Title

C. FINANCIAL

ASSURANCES: As the chief financial officer of the Kern Regional Transit I hereby attest to the reasonableness and accuracy of the financial information presented in this claim and declare it to be consistent with the uniform system of accounts and records adopted by the Controller of the State of California.


Signature

Date

Bob Neath, Engineering Manager
Title

Kern Council of Governments

PART 3 OF 8--PROJECTED PUBLIC TRANSIT RESOURCES
 For Fiscal Year 2015-2016

CLAIMANT: Kern Regional Transit

I. FY 2014-2015 PROJECTED AVAILABLE RESOURCES

A. Deferred Revenues -- unexpended prior year cash receipts held in the claimant's treasury as of June 30, 2014 (from the 13-14 audit report)	<u>4,911,016</u>
B. Unreserved/Unrestricted Retained Earnings	<u>-</u>
C. Interest Earnings --Estimated interest earnings on claimant cash balances through June 30, 2015	<u>22,940</u>
D. Federal Grants & Reimbursements (Source & Amount):	
1. FTA Planning Assistance	<u>-</u>
2. FTA Operating Assistance	<u>-</u>
3. FTA Capital Assistance	<u>300,000</u>
4. CMAQ	<u>1,432,171</u>
4. ARRA Capital Assistance	<u>-</u>
E. State Grants & Reimbursements (Source & Amount):	
1. Prop 1 B PTMISEA Grants	<u>1,309,114</u>
2.	<u>-</u>
F. Local Cash Grants & Reimbursements (Source & Amount)	
1. LTF--Regional Planning (PUC 99262)	<u>-</u>
2. LTF--Operations/Capital (PUC 99260a)	<u>4,492,978</u>
3. LTF--Capital Reserve Withdrawl (CCR 6648)	<u>-</u>
4. LTF--Social Service Transit (PUC 99275)	<u>-</u>
5. LTF--Contracted/Purchased Transit Services (PUC 99400c)	<u>-</u>
6. STAF--Operations (CCR 6730a)	<u>963,970</u>
7. STAF--Capital (CCR 6730b)	<u>-</u>
8. STAF--Contracted/Purchased Transit Services (CCR 6731b)	<u>-</u>
9. STAF--Social Service Translt (CCR 6731c)	<u>-</u>
10. County of Kern--Service Contract(s)	<u>-</u>
11. Misc - Other Revenue	<u>(1,695)</u>
G. Operating Revenues:	
1. Passenger Fares	<u>982,450</u>
2. Special Fares	<u>-</u>
3. School Bus Service	<u>-</u>
4. Freight Tariffs	<u>-</u>
5. Charters	<u>-</u>
H. Other Revenues (Source & Amount):	
1. Depreciation	<u>998,557</u>
2. Salary Reimbursement	<u>-</u>
3. Rental Income	<u>44,919</u>
4. Sale of Assets	<u>-</u>
5. Miscellaneous - Reimburse from other grants	<u>-</u>
I. TOTAL FY 2014-2015 PROJECTED AVAILABLE RESOURCES -- enter here and Part 4, Line J (Sections A+B+C+D+E+F+G+H)	<u>15,456,419</u>

Kern Council of Governments

PART 4 OF 8--PROJECTED PUBLIC TRANSIT EXPENSES

For Fiscal Year 2015-2016

CLAIMANT: Kern Regional Transit

J. TOTAL FY 2014-2015 PROJECTED AVAILABLE RESOURCES (From Part 3, Line I) \$15,456,419

II. FY 2014-2015 PROJECTED EXPENSES & USES

K. Personnel:

1. Administrative Salaries & Wages	<u>166,686.44</u>
2. Operating Salaries & Wages	<u> </u>
3. Other Salaries & Wages	<u> </u>
4. Fringe Benefits	<u>127,535.20</u>

L. Services & Supplies:

1. Professional Services	<u>2,140.72</u>
2. Maintenance Services	<u> </u>
3. Other Services	<u> </u>
4. Vehicle Maintenance & Supplies	<u>1,861,637.30</u>
5. Utilities	<u>1,556.25</u>
6. Insurance	<u>15,400.64</u>
7. Purchased Transportation Services	<u>4,821,946.65</u>
8. Miscellaneous	<u>128,339.53</u>
9. Expense & Inter-fund Transfers	<u>529,334.64</u>
10. Interest	<u> </u>
11. Lease & Rentals	<u>10,148.00</u>
12. Other	<u>1,117,741.50</u>

M. Capital Assets (Itemize by Object & Amount):

1. Diesel Buses (1B)	<u>3,181,062.55</u>
2. Intelligent Transportation (OES & LTF/TDA)	<u>562,057.87</u>
3. Fencing, Gates, & Lighting	<u>27,205.00</u>
4. Microwave Booth & Wireless	<u>198,035.68</u>
5. CNG Buses (CMAQ & LTF/TDA)	<u>1,668,994.07</u>
6. Fuel Master System (Roads Fund)	<u>10,000.00</u>
7. Mojave Transit Center (OES)	<u>34,802.00</u>
8. Bus Security Camera (OES Prior Yr)	<u>4,916.69</u>
9. Victor St - Office Expansion (LTF/TDA Prior Yr)	<u>7,660.24</u>
10. Victor St - Parking Repaving	<u>119,148.00</u>

N. Other Uses (Object & Amount):

1. Regional Planning Contribution (from FY 2014-2015 TDA Estimate)	<u> </u>
2.	<u> </u>

O. FY 2014-2015 PROJECTED EXPENSES & USES (Sections K+L+M+N) \$14,596,349

P. DEFERRED REVENUES AND AVAILABLE RESERVES AS OF JUNE 30, 2015 –
enter here and on Line A, Part 5 (Sections J-O) \$860,070

Kern Council of Governments

PART 6 OF 8--BUDGETED PUBLIC TRANSIT EXPENSES
 For Fiscal Year 2015-2016

CLAIMANT: Kern Regional Transit

J. FY 2015-2016 NONCURRENT TDA & OTHER BUDGETED RESOURCES (From Part 5, Line I) 7,881,241

II. FY 2015-2016 BUDGETED EXPENSES & USES

K. Personnel:

1. Administrative Salaries & Wages	260,524
2. Operating Salaries & Wages	_____
3. Other Salaries & Wages	_____
4. Fringe Benefits	<u>221,656</u>

L. Services & Supplies:

1. Professional Services	1,000
2. Maintenance Services	_____
3. Other Services	_____
4. Vehicle Maintenance & Supplies	2,108,454
5. Utilities	1,500
6. Insurance	1,612
7. Purchased Transportation Services	<u>5,252,198</u>
8. Miscellaneous	246,526
9. Expense & Inter-fund Transfers	555,357
10. Interest	_____
11. Lease & Rentals	12,960
12. Other	<u>1,176,644</u>

M. Capital Assets (Itemize):

1. Mojave Transit Center (OES)	106,000
2. Transit Center Enhancement (OES)	284,300
3. Bus Stop Enhancement (LCTOP)	73,655
4. (4) 40' CNG Buses (CMAQ)	2,029,490
5. Fare Boxes (PTMISEA)	883,522
6. (2) 22' Diesel/Gas Cutaway Buses (PTMISEA)	250,000
7. Automatic Passenger Counters (PTMISEA)	46,803
8. Fencing, Gates, & Lighting (OES)	<u>\$115,220</u>

N. Other Uses:

1. Regional Planning Contribution (from 14-15 TDA estimate)	_____
2. Capital Outlay Reserve Contribution	_____

O. FY 2014-2015 BUDGETED EXPENSES & USES (Sections K+L+M+N) \$13,627,421

P. FY 2014-2015 UNFUNDED BALANCE (Line J-O) (\$5,746,180)

Kern Council of Governments
PART 8.1 OF 8--SUPPLEMENTAL PUBLIC TRANSIT INFORMATION
For Fiscal Year 2015-2016

Attach the following documents:

- 1) A copy of the governing body's authorization to execute and file this claim.
- 2) A completed copy of the attached questionnaire (BELOW) on system characteristics and any additional documentation required as a result of responding to each query.
- 3) A listing of all transit service subcontractors (BELOW) and a copy of the contract document, if not previously submitted.
- 4) A copy of the "unmet transit needs" documentation, including a legal notice of a public hearing, the minutes of the public hearing held by the local governing body and a resolution making the appropriate "unmet transit needs finding".
- 5) A copy of the Department of California Highway Patrol form number CHP339, "Transit Operator Compliance Certificate", dated within the past 13 months, documenting participation in the California Department of Motor Vehicles "Driver Pull Notice Program.

Kern Council of Governments
PART 8.2 OF 8--SYSTEM CHARACTERISTICS QUESTIONNAIRE
 For Fiscal Year 2015-2016

(NOTE: Place an "X" in the proper column)

Question	YES	NO
1. Have all recommendations for corrective action from the FY 2014-2015 independent financial audit report been implemented ? IF NO, PLEASE SUBMIT A CORRECTIVE ACTION PLAN COVERING EACH RECOMMENDATION NOT ADDRESSED.	X	
2. Have all recommendations for corrective action from the FY 2014-2015 performance audit report been implemented ? IF NO, PLEASE SUBMIT A CORRECTIVE ACTION PLAN COVERING EACH RECOMMENDATION NO ADDRESSED.	X	
3. Have all past transportation development plan recommendations been implemented ? IF NO, PLEASE SUBMIT A CORRECTIVE ACTION PLAN COVERING EACH RECOMMENDATION NOT ADDRESSED.	X	
4. Does the claimant maintain it's financial records in accordance with the California State Controller's approved "uniform system of accounts and records ?	X	
5. Has the claimant submitted it's "Annual Report of Financial Transactions of Transit Operators" to the California State Controller for the fiscal year ended June 30, 2015 ?	X	
6. Is the system expected to meet the applicable farebox revenue ratio requirement for FY 2014-2015 ?	X	
7. Is the system budgeted to meet the applicable farebox revenue ratio requirement for FY 2014-2015 ?	X	
8. If the answer to questions 6 or 7 is NO (i.e. fares revenues alone are insufficient to meet the applicable revenue ratio requirement), has the claimant committed sufficient "local funds" to supplement fares and thereby comply ?		
9. Does the claimant expect to qualify for and claim an "extension of service exemption" for either FY 2014-2015 or FY 2015-2016 ?	X	
10. Is a budget increase in excess of 15% proposed for FY 2015-2016 ?		X
11. Is an increase or decrease in excess of 15% in the scope of operations or capital budget provisions proposed for FY 2015-2016 ?		X

Kern Council of Governments
PART 8.3 OF 8--SYSTEM CHARACTERISTICS QUESTIONNAIRE
 For Fiscal Year 2015-2016

(NOTE: Place an "X" in the proper column)

Question	YES	NO
(NOTE: If the answer to question 11 or 12 is YES, PLEASE SUBMIT A STATEMENT WHICH DESCRIBES THE COMPONENTS OF THE INCREASE/DECREASE AND JUSTIFIES OR SUBSTANTIATES THE CHANGE.)		
12. Is the claimant proposing an increase in executive level salaries for FY 2015-2016 ? IF YES, PLEASE SUBMIT A STATEMENT WHICH DEFINES AND JUSTIFIES THE INCREASE.		X
13. Is the claimant precluded by contract from contracting with common carriers or persons operating under franchise or license ?		X
14. Does the claimant expect to subcontract with outside parties for the provision of operator services in FY 2015-2016 ? IF YES, PLEASE SUBMIT A COPY OF ALL NEW OR AMENDED CONTRACTS NOT PREVIOUSLY SUBMITTED.		X
15. Is the claimant precluded by contract from employing part-time drivers ?		X
16. Does the claimant routinely staff public transportation vehicles designed to be operated by one person with two or more persons ?		X
17. Has the claimant's participation in the California Department of Motor Vehicle "Driver Pull Notice Program" been certified by the California Highway Patrol within the past 13 months ? IF YES, PLEASE SUBMIT A COPY OF FORM chp 339, "TRANSIT OPERATOR COMPLIANCE CERTIFICATE".	X	
18. Is the claimant's retirement system fully funded with respect to it's officers and employees ?	X	
19. Does the claimant have a private pension plan ?		X
20. If the answer to question 19 is YES and the plan is a "defined benefit plan", does the claimant do each of the following:		
a. Conduct periodic actuarial studies of it's employee pension plans to determine the annual cost of future pension benefits ?		
b. Set aside and invest, on a current basis, funds sufficient to provide for the payment of future pension benefits ?		

Kern Council of Governments
PART 8.4 OF 8--SYSTEM CHARACTERISTICS QUESTIONNAIRE
For Fiscal Year 2015-2016

LISTING OF SUBCONTRACTORS
Kern Regional Transit

- 1. First Transit, Inc.

- 2. City of Shafter

- 3. City of Delano

- 4. City of Taft

- 5. City of Ridgecrest

- 6. City of Tehachapi

- 7. Pioneer Senior Citizens Center (buttonwillow)

- 8. Eastern Sierra Transit Authority

(NOTE: If the contract is new or amended from prior years, please submit a copy.)

**KERN COUNTY
ROADS DEPARTMENT
CRAIG M. POPE, P.E., DIRECTOR**



2700 "M" STREET, SUITE 400, BAKERSFIELD, CA 93301-2370
Phone: (661) 862-8850
FAX: (661) 862-8851
Toll Free: (800) 552-5376 Option 5
TTY Relay: (800) 735-2929
email: roads@co.kern.ca.us
website: www.co.kern.ca.us/roads

March 24, 2015

Ref: 9-0 Transit

Board of Supervisors
Kern County Administrative Center
1115 Truxtun Avenue
Bakersfield, CA 93301

PUBLIC HEARING ON UNMET TRANSIT NEEDS (ALL S.D.'s)
(Fiscal Impact: None)

The Transportation Development Act (TDA) requires the Kern Council of Governments (Kern COG) to make a finding that no unmet transit needs exist within the County's area of responsibility prior to approval of its TDA Streets and Roads Claim for 2014/2015 fiscal year. In order to assist Kern COG in making its finding, each claimant is required to conduct hearings within their jurisdiction and submit individual determinations and findings regarding unmet transit needs.

This department is charged with the responsibility of providing your Board with the necessary documentation to make the finding within the unincorporated areas of Kern County. In January 1982, your Board approved an information gathering procedure, which includes scheduled informational meetings on a biennial basis and a written comments procedure for alternate years. To this end, the Roads Department ran display advertisements throughout Kern County during October 2014, soliciting comments concerning unmet transit needs. The Roads Department also held one advertised public informational meeting on October 23, 2014, to discuss unmet transit needs. The comments received during this period have been incorporated in the attached report.

Today's public hearing, before your Board, is for the purpose of receiving additional verbal and written testimony regarding transit needs and to make a determination as to whether or not there are any unmet transit needs that are reasonable to meet within the County's jurisdiction. Notification of this public hearing was placed in *The Bakersfield Californian* thirty days prior to this Board meeting.

Based upon the analysis of all the comments and suggestions received regarding unmet transit needs, and based upon the attached report, it is this department's position that all public transit needs are either: 1) currently being met, or 2) not reasonable to meet.

Board of Supervisors
March 24, 2015
Page 2

Therefore, IT IS RECOMMENDED that your Board: conduct the public hearing for unmet transit needs; receive this Report on Unmet Transit Needs as testimony for the public hearing; and adopt a Resolution on Unmet Transit Needs with a finding that no unmet transit need, which is reasonable to meet, currently exists in the County's jurisdiction.

Very truly yours,

Craig M. Pope
Director

CMP:RH:np
I:\admin\Board Letters\2015\037_0324_Unmetneeds
Attachments
cc: CAO, County Counsel, PJE, WM, BN, LB
Kern COG

S.D. #4

CA-15) Request for release of Laborers and Materialmen Security for Tract 6214, Phase 3, D.R. Horton, Inc. (Fiscal Impact: None) - RELEASED LABORERS AND MATERIALMEN BOND NO. 0174827 ISSUED BY BERKLEY REGIONAL INSURANCE COMPANY IN THE AMOUNT OF \$89,547

Perez-Maggard: All Ayes

CA-16) Request for Release of Laborers and Materialmen Security for Tract 6214, Phase 4, D.R. Horton, Inc. (Fiscal Impact: None) - RELEASED LABORERS AND MATERIALMEN BOND NO. 1004989 ISSUED BY HANOVER INSURANCE COMPANY IN THE AMOUNT OF \$102,645

Perez-Maggard: All Ayes

All S.D.s

CA-17) Request to renew Geostationary Orbiting Environmental Satellite (GOES) Data Collection System User Agreement with National Oceanic and Atmospheric Administration (NOAA) for transmission of data for the County's Flood Recognition System (Fiscal Impact: None) - APPROVED; AUTHORIZED CHAIRMAN TO SIGN AGREEMENT 145-2015

Perez-Maggard: All Ayes

DEVELOPMENT SERVICES AGENCY - Roads Department

All S.D.s

CA-18) Public hearing on unmet transit needs (Fiscal Impact: None) - OPENED HEARING; NO ONE HEARD; CLOSED HEARING; RECEIVED REPORT ON UNMET TRANSIT NEEDS AS TESTIMONY FOR THE PUBLIC HEARING; ADOPTED RESOLUTION 2015-075 ON UNMET TRANSIT NEEDS WITH A FINDING THAT NO UNMET TRANSIT NEED, WHICH IS REASONABLE TO MEET, CURRENTLY EXISTS IN THE COUNTY'S JURISDICTION

Perez-Maggard: All Ayes

S.D. #4

CA-19) Proposed Contract No. 14007 with Griffith Company for construction on State Route 48 from 0.1 miles west of the California Aqueduct to Lost Hills Road, in an amount not to exceed \$412,214 (Fiscal Impact: \$412,214; Transportation Enhancement Act Funds; Budgeted; Discretionary) - APPROVED; AUTHORIZED CHAIRMAN TO SIGN AGREEMENT 146-2015

Perez-Maggard: All Ayes

S.D.s #1 & #3

CA-20) Contract No. 14008, Plans, Specifications and Notice to Contractors for construction on Merle Haggard Drive at Airport Drive for new signal and channelization, Bakersfield (Fiscal Impact: \$774,737; Congestion Mitigation and Air Quality Program Funds; Budgeted; Discretionary) - MADE FINDING PROJECT IS CATEGORICALLY EXEMPT FROM FURTHER CEQA REVIEW PER SECTION 15301(c) OF STATE CEQA GUIDELINES; APPROVED; AUTHORIZED CHAIRMAN TO SIGN; AUTHORIZED ROADS TO PUBLISH NOTICE TO CONTRACTORS IN A NEWSPAPER OF GENERAL CIRCULATION, PURSUANT TO SECTION 20392 OF PUBLIC CONTRACT CODE; BID OPENING TO BE WEDNESDAY, APRIL 15, 2015, AT 11:00 A.M.

Perez-Maggard: All Ayes

PROOF OF PUBLICATION

The BAKERSFIELD CALIFORNIAN
P. O. BOX 440
BAKERSFIELD, CA 93302

KERN COUNTY PUBLIC TRANSIT
2700 M ST 225
BAKERSFIELD, CA 93301

ORIGINAL

Ad Number:	13781611	PO #:	
Edition:	TBC	Run Times	1
Class Code	Legal Notices	Stop Date	2/22/2015
Start Date	2/22/2015	Inches	2.10
Billing Lines	25	Account	1KER01
Total Cost	\$ 137.25	Billing	KERN COUNTY PUBLIC TRANSIT
Billing Address	2700 M ST 225 BAKERSFIELD, CA	93301	

STATE OF CALIFORNIA
COUNTY OF KERN

I AM A CITIZEN OF THE UNITED STATES AND A RESIDENT OF THE COUNTY AFORESAID: I AM OVER THE AGE OF EIGHTEEN YEARS, AND NOT A PARTY TO OR INTERESTED IN THE ABOVE ENTITLED MATTER. I AM THE ASSISTANT PRINCIPAL CLERK OF THE PRINTER OF THE BAKERSFIELD CALIFORNIAN, A NEWSPAPER OF GENERAL CIRCULATION PRINTED AND PUBLISHED DAILY IN THE CITY OF BAKERSFIELD COUNTY OF KERN,

AND WHICH NEWSPAPER HAS BEEN ADJUDGED A NEWSPAPER OF GENERAL CIRCULATION BY THE SUPERIOR COURT OF THE COUNTY OF KERN, STATE OF CALIFORNIA, UNDER DATE OF FEBRUARY 5, 1952. CASE NUMBER 57610: THAT THE NOTICE OF WHICH THE ANNEXED IS A PRINTED COPY, HAS BEEN PUBLISHED IN EACH REGULAR AND ENTIRE ISSUE OF SAID NEWSPAPER AND NOT IN ANY SUPPLEMENT THEREOF ON THE FOLLOWING DATES. TO WIT: 2/22/15

ALL IN YEAR 2015

I CERTIFY (OR DECLARE) UNDER PENALTY OF PERJURY THAT THE FOREGOING IS TRUE AND CORRECT.

B. Mertz

DATED AT BAKERSFIELD CALIFORNIA

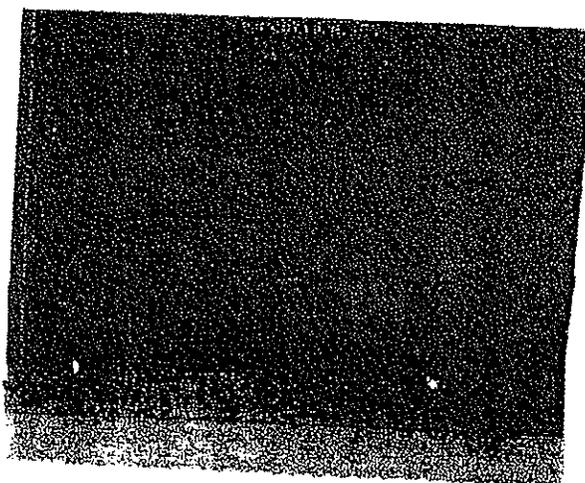
2/23/15

Printed on 2/23/2015 at 8:15:45AM

Solicitor I.D.: 0

First Text
PUBLIC HEARING NOTICE OF HEARING C

Ad Number 13781611



**BEFORE THE BOARD OF SUPERVISORS
COUNTY OF KERN, STATE OF CALIFORNIA**

In the matter of:
**DETERMINATION OF NO UNMET
TRANSIT NEEDS (2014-2015)**

Resolution No. 2015-075

I, **KATHLEEN KRAUSE**, Clerk of the Board of Supervisors of the County of Kern, State of California, hereby certify that the following resolution, on motion of Supervisor Perez, seconded by Supervisor Maggard, was duly and regularly adopted by the Board of Supervisors of the County of Kern at an official meeting thereof on the 24th day of March, 2015, by the following vote and that a copy of the resolution has been delivered to the Chairman of the Board of Supervisors.

AYES: Gleason, Scrivner, Maggard, Couch, Perez

NOES: None

ABSENT: None



KATHLEEN KRAUSE
Clerk of the Board of Supervisors
County of Kern, State of California

Karen R. Winn
Deputy Clerk

RESOLUTION

Section 1. WHEREAS:

(a) Pursuant to Government Code section 29530, this Board and the State Board of Equalization previously entered into an agreement that provides for the Board of Equalization to collect certain additional sales and use taxes in Kern County which taxes are returned to Kern County, administered by the regional transportation planning agency (the Kern Council of Governments), and used for the purposes specified in the Mills-Alquist-Deddeh Act (Public Utilities Code section 99200 et seq., also commonly referred to as the "Transportation Development Act"); and

Resolution No. 2015-075

(b) The regulations (Title 21 of the California Administrative Code section 6658) implementing the Transportation Development Act require the Kern Council of Governments ("Kern COG") to find there are no unmet transit needs that can reasonably be met within the unincorporated area of Kern County prior to approving the County's use of Transportation Development Act monies for street and road projects; and

(c) In addition to annually holding its own public hearing (as required by Transportation Development Act regulations), Kern COG requires all agencies intending to file claims to use Transportation Development Act funds for street and road projects to hold a public hearing for the purpose of identifying transit needs within their respective jurisdictions; and

(d) To ensure the public an adequate opportunity to comment on transit needs within the unincorporated area of the County, the Roads Department ran display advertisements throughout Kern County for a period of four weeks during October and November 2014, soliciting comments concerning unmet transit needs. The Roads Department also held 1 advertised public informational meeting during October to discuss unmet transit needs. In addition, a public hearing before this Board was noticed for March 24, 2015 for the purpose of receiving additional oral and written testimony regarding transit needs; and

(e) The Roads Department has prepared and filed with this Board a report summarizing the comments received from the public and analyzing those comments with respect to the Regional Transportation Plan and the requirements of the Transportation Development Act. Based upon the analysis of the comments and suggestions received from the various communities in Kern County, it is the conclusion of the Roads Department that all transit needs identified in the report are either: 1) currently being met, or 2) not reasonable to meet. The report also states that it is the Roads Department's recommendation that this Board find that currently there are no unmet transit needs that are reasonable to meet within the County's area of responsibility; and

(f) On March 24, 2015, this Board held a duly noticed public hearing at which:

- (1) the report and the recommendations of the Roads Department were received and reviewed; and
- (2) all persons desiring to comment on transit needs were given the opportunity to address this Board;

Section 2. NOW, THEREFORE, IT IS HEREBY RESOLVED by the Board of Supervisors of the County of Kern, State of California, as follows:

1. Board finds the facts recited are true, finds that this Board has jurisdiction to consider, approve, and adopt the subject of this Resolution, and incorporates and makes all the findings recommended by Staff, whether verbally or in their written reports.

2. After reviewing the report presented to this Board with respect to this matter and considering the comments received from the public, this Board determines that no unmet transit need, that is reasonable to meet, currently exists within the County's area of responsibility.

3. The Roads Department is directed to continue to work with all interested individuals, organizations, communities, transit operators and public agencies within and without Kern County regarding transit needs and Issues.

4. The Clerk of this Board shall forward a copy of this Resolution to the following:

- a. Roads Department
- b. Kern Council of Governments
- c. County Counsel

COPIES FURNISHED:
<i>See above</i>
<i>3/25/2015 JHW</i>

November 4, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

BY: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: V
FISCAL YEAR 2015-16 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS
CLAIM – COUNTY OF KERN FOR \$3,506,543

DESCRIPTION:

FY 2015-16 Transportation Development Act Streets and Roads claim for the County of Kern for \$3,506,543

DISCUSSION:

Kern COG staff has received and reviewed the following TDA claim for the County of Kern for \$3,506,543.

<u>Claimant</u>	<u>LTF</u>	<u>STAF</u>	<u>TOTAL</u>
County of Kern	\$3,506,543	\$0	\$ 3,506,543

This claim has been evaluated in accordance with the following criteria: 1) the maximum funding level does not exceed claimants' deferred revenues, plus current year apportionments, less required public transit financing; 2) claimants have conducted a public hearing within its jurisdiction to receive testimony regarding unmet transit needs and have made an appropriate finding by resolution of its governing body; 3) project proposed for funding is in conformity with the Regional Transportation Plan; and 4) claimants have not requested or received funds in excess of its current year expenditure. Staff recommends approval.

ACTION:

Review FY 2015-16 TDA Streets and Roads Claim for the County of Kern for \$3,506,543 and recommend approval to the Transportation Planning Policy Committee.

Kern Council of Governments
 Transportation Development Act -- "Schedule A"
 LTF STAF FUND ESTIMATE AND APPORTIONMENT FACTORS
 FY 2015/16

Revised: February 12, 2015

Prospective Claimant	POPULATION BASIS 01/01/14	POPULATION RATIO	L.T.F. POPULATION APPORTIONMENT	S.T.A.F. POPULATION APPORTIONMENT	REVENUE BASIS	S.T.A.F. REVENUE APPORTIONMENT	TOTAL APPORTIONMENT
ARVIN	20,037	2.32%	\$874,019.41	\$111,703.62	\$73,250.00	\$3,981.00	\$989,704.03
BAKERSFIELD (1)	360,633	41.76%	\$14,944,364.36	\$2,010,481.18	\$0.00	\$0.00	\$16,954,845.55
CALIFORNIA CITY	13,197	1.53%	\$575,656.74	\$73,571.53	\$35,730.00	\$1,942.00	\$651,170.27
DELANO	52,134	6.04%	\$2,274,099.30	\$290,640.14	\$87,064.00	\$4,733.00	\$2,569,472.45
GOLDEN EMPIRE TRANS (1)	N/A	0.00%	\$0.00	\$0.00	\$5,969,978.00	\$324,448.00	\$324,448.00
MARICOPA	1,169	0.14%	\$50,992.10	\$5,517.02	\$0.00	\$0.00	\$57,509.12
MCFARLAND	12,624	1.46%	\$550,662.32	\$70,377.13	\$0.00	\$0.00	\$621,039.45
RIDGECREST	28,461	3.30%	\$1,241,476.59	\$158,666.30	\$212,817.00	\$11,566.00	\$1,411,708.89
SHAFTER	17,096	1.98%	\$745,732.18	\$95,307.93	\$39,744.00	\$2,160.00	\$843,200.12
TAFT	8,936	1.03%	\$389,790.76	\$49,817.02	\$351,463.00	\$19,102.00	\$458,709.77
TEHACHAPI	13,348	1.55%	\$582,243.40	\$74,413.33	\$4,559.00	\$248.00	\$656,904.73
WASCO	25,793	2.99%	\$1,125,097.70	\$143,792.56	\$26,710.00	\$1,452.00	\$1,270,342.25
KERN CO.-IN (1)	118,899	13.77%	\$4,927,085.48	\$662,646.17	\$0.00	\$0.00	\$5,589,932.65
KERN CO.-OUT	191,319	22.15%	\$8,345,386.98	\$1,066,578.07	\$899,092.00	\$48,863.00	\$9,460,828.05
METRO-BAKERSFIELD CTSA	N/A	N/A	\$1,045,865.83	\$0.00	\$0.00	\$0.00	\$1,045,865.83
PROOF	N/A		\$37,672,474.16	\$4,814,712.00	\$7,700,447.00	\$418,495.00	\$42,905,681.16
TOTALS	863,646	100.00%	\$37,672,474.16	\$4,814,712.00	\$7,700,447.00	\$418,495.00	\$42,905,681.16
KERN COG ADMINISTRATION	N/A	1.00%	\$400,305.11	\$0.00	N/A	\$0.00	\$400,305.11
KERN PEDESTRIAN/BIKEWAY	N/A	2.00%	\$792,604.13	\$0.00	N/A	\$0.00	\$792,604.13
KERN COG PLANNING (2)	N/A	3.00%	\$1,165,128.07	\$0.00	N/A	\$0.00	\$1,165,128.07
ESTIMATED TOTAL	N/A		\$40,030,511.47	\$4,814,712.00	N/A	\$418,495.00	\$45,263,718.47

NOTES:

(1) THE GOLDEN EMPIRE TRANSIT DISTRICT RETAINS CLAIMANT PRIORITY TO THE CITY OF BAKERSFIELD AND KERN-IN FUNDS.
 THE CITY OF BAKERSFIELD AND COUNTY OF KERN SHALL FUND 75.35% AND 24.65% OF GET'S CLAIM, RESPECTIVELY.

(2) PURSUANT TO P.U.C. SECTION 99262, CLAIMANTS MAY DESIGNATE FUNDING FOR CONTRIBUTIONS TO THE REGIONAL PLANNING PROCESS.
 SEE SCHEDULE "B" FOR THE DISTRIBUTION OF THIS AMOUNT BY AREA OF APPORTIONMENT.

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT

SCHEDULE "B"

PLANNING CONTRIBUTIONS BY AREA OF APPORTIONMENT

Fiscal Year 2015-2016

Revised: February 12, 2015

Prospective Claimant	POPULATION BASIS at 01/01/14	POPULATION RATIO	PLANNING CONTRIBUTION
ARVIN	20,037	0.0232	\$27,032
CALIFORNIA CITY	13,197	0.0153	\$17,804
DELANO	52,134	0.0604	\$70,333
GOLDEN EMPIRE TRANSIT	479,532	0.5552	\$646,927
MARICOPA	1,169	0.0014	\$1,577
MCFARLAND	12,624	0.0146	\$17,031
RIDGECREST	28,461	0.033	\$38,396
SHAFTER	17,096	0.0198	\$23,064
TAFT	8,936	0.0103	\$12,055
TEHACHAPI	13,348	0.0155	\$18,008
WASCO	25,793	0.0299	\$34,797
KERN REGIONAL TRANSIT	191,319	0.2215	\$258,105
PROOF TOTALS	N/A 863,646	- 100.00%	- \$1,165,128 \$1,165,128

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM (FY 2015-16)

Part 1 of 6 - CLAIMANT INFORMATION

I. Claimant

Agency: Kern County Public Works Department

Mailing Address: 2700 M Street, Suite 400

Office Address: Same

City/State/Zip: Bakersfield, CA 93301

Telephone: 661-862-8850

WEB Site: www.co.kern.ca.us/roads

II. Contact Person

Name: Hanh Ly

Title: Accountant III

Department: Kern County Public Works Department

Office Address: 2700 M Street, Suite 400

City/State/Zip: Bakersfield, CA 93301

Telephone: 661-862-8898

E-mail: lyh@co.kern.ca.us

Kern County Public Works Department

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

Part 2 of 6 - Claim and Assurances
For Fiscal Year 2015-16

A. CLAIM: The Kern County Public Works Department hereby claims all Local Transportation Fund apportionments and allocations for the 2013-14 fiscal year plus all unencumbered fund balances and/or deferred revenues held in its local treasury less funds first allocated for transit uses.

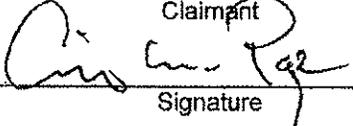
B. COMPLIANCE ASSURANCES: The Kern County Public Works Department hereby certifies that, as a condition of receiving funds pursuant to Public Utilities Code Section 99200, et seq. and California Administrative Code Section 6600, et seq., as amended, it shall ensure that:

1. All funds will be expended in compliance with the requirements of Public Utilities Code Sections 99200 through 99408, California Administrative Code Sections 6600 through 6684, Office of the State Controller "Guidelines Relating to Gas Tax Expenditures" and Kern Council of Governments' Transportation Development Act Rules and Regulations.

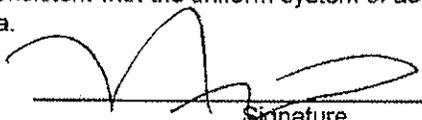
2. All funds will be expended in accordance with the budgets described in Parts 4 and 5 of this claim, attached hereto and made a part hereof, by this reference.

These assurances are given in consideration of and for the purpose of obtaining any and all funds allocated for streets and roads purposes pursuant to Public Utilities Code, Division 10, Part 11, Chapter 4 of the State of California.

The person whose signature appears below has been authorized to provide the assurances cited above and prepare, submit and execute this claim on behalf of:

Kern County Public Works Department
Claimant

Signature
10/16/15
Date
Craig Pope, Director
Title

C. FINANCIAL ASSURANCES: As the chief financial officer of the Kern County Public Works Department I hereby attest to the reasonableness and accuracy of the financial information presented in this claim and declare it to be consistent with the uniform system of accounts and records adopted by the Controller of the State of California.


Signature
10/16/2015
Date
Nick Jeffers, Special Project Manager
Title

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

Part 3 of 6 - FY 2015-16 Revenues and Expenditures

<u>Account/Description</u>	<u>Amount</u>
<u>I. FY 2014-15 Available Resources</u>	
A. Deferred Revenues - Actual unexpended prior year TDA cash receipts held in claimant's treasury as of June 30, 2014 (from 2013-14 audit report)	\$ -
B. FY 2014-15 Cash Receipts from trust funds - TDA cash receipts through June 30, 2015.	
1. Local Transportation Fund	\$ 2,337,123
C. FY 2013-14 Interest Earned - interest earnings on claimant cash balances through June 30, 2013.	\$ -
D. Fund Balance - Actual fund balances or reserves held in claimant's treasury as of June 30, 2014	\$ -
E. TOTAL FY 2013-14 AVAILABLE RESOURCES (Lines A+B1+C+D)	\$ 2,337,123
<u>II. FY 2013-14 Expenditures</u>	
F. Administration and Engineering	
G. Maintenance	\$ 2,337,123
H. Construction	
I. Equipment	
J. Other	
K. TOTAL FY 2013-14 EXPENDITURES (Lines F+G+H+I+J)	\$ 2,337,123
L. AVAILABLE RESOURCES AT JUNE 30, 2014-enter here and Part 4, Line A (Line E-K)	\$ -

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

Part 4 of 6 - Object Budget
For Fiscal Year 2015-16

<u>Account/Description</u>	<u>Amount</u>
<u>I. FY 2014-15 Available Resources</u>	
A. Available Resources - estimated unexpended prior year TDA cash receipts held in claimant's treasury as of June 30, 2014 (from Part 3, Line L)	\$ -
B. Trust Fund Balances at June 30, 2015	
1. Local Transportation Fund	\$ -
C. FY 2015-16 Trust Fund Apportionments - (from Kern COG estimate)	
1. Local Transportation Fund	\$ 9,252,723
2. Regional Planning Contribution	\$ 208,105
D. FY 2015-16 Interest Earned - estimated interest earnings on claimant cash balances through June 30, 2016.	\$ -
E. TOTAL ESTIMATED FY 2015-16 AVAILABLE RESOURCES (Line A+B1+C1+C2+D)	\$ 9,460,828
<u>II. FY 2015-16 Planning & Transit Allocations</u>	
F. Local Transportation Fund	
1. Public Transit (from transit claim)	\$ 5,746,180
2. Regional Planning Contribution (from Fund Estimate, Schedule B)	\$ 208,105
G. NET ESTIMATED FY 2015-16 AVAILABLE RESOURCES (Line E-F1-F2)	\$ 3,506,543
<u>III. FY 2015-16 Estimated Expenditures</u>	
H. Administration and Engineering	
I. Maintenance	\$ 3,506,543
J. Construction	
K. Equipment	
L. Other	
M. TOTAL FY 2015-16 ESTIMATED EXPENDITURES-Itemize in Part 5 (Line H+I+J+K+L)	\$ 3,506,543
N. Capital Outlay Reserve Allocations	
1. Local Transportation Fund	
O. DEFERRED REVENUES OR FUND BALANCE AT JUNE 30, 2016 (Line G-M-N1)	\$ -
<u>FY 2015-16 NET CLAIM AMOUNT (Line M - Line A)</u>	\$ 3,506,543 ✓

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

Part 6 of 6 - Supplemental Information
For Fiscal Year 2015-16

Attach the following documentation:

1. A copy of the proof of publication for the public notice regarding conduct of a hearing for the purpose of receiving public testimony regarding transit needs within the claimant's service area.
2. A copy of the governing body's resolution or minute order which makes one of the following findings:
 - a. There are no unmet transit needs.
 - b. There are no unmet transit needs that are reasonable to meet.
 - c. There are unmet transit needs, including needs that are reasonable to meet.
3. A copy of the governing body's authorization to execute and file this claim.

Kern Council of Governments
 Transportation Development Act -- "Schedule A"
 LTF STAF FUND ESTIMATE AND APPORTIONMENT FACTORS
 FY 2015/16

Revised: February 12, 2015

Prospective Claimant	POPULATION BASIS 01/01/14	POPULATION RATIO	L.T.F. POPULATION APPORTIONMENT	S.T.A.F. POPULATION APPORTIONMENT	REVENUE BASIS	S.T.A.F. REVENUE APPORTIONMENT	TOTAL APPORTIONMENT
ARVIN	20,037	2.32%	\$874,019.41	\$111,703.82	\$73,250.00	\$3,981.00	\$889,704.03
BAKERSFIELD (1)	360,833	41.76%	\$14,944,384.36	\$2,010,481.18	\$0.00	\$0.00	\$16,954,845.55
CALIFORNIA CITY	13,197	1.53%	\$576,656.74	\$73,571.53	\$35,730.00	\$1,842.00	\$851,170.27
DELANO	52,134	6.04%	\$2,274,099.30	\$290,640.14	\$87,084.00	\$4,733.00	\$2,689,472.46
GOLDEN EMPIRE TRANS (1)	N/A	0.00%	\$0.00	\$0.00	\$5,889,978.00	\$324,446.00	\$324,448.00
MARICOPA	1,169	0.14%	\$50,982.10	\$6,617.02	\$0.00	\$0.00	\$57,599.12
MCFARLAND	12,824	1.48%	\$559,882.32	\$70,377.13	\$0.00	\$0.00	\$621,039.45
RIDGECREST	28,461	3.30%	\$1,241,476.59	\$158,666.30	\$212,817.00	\$11,566.00	\$1,411,709.89
SHAFTER	17,095	1.98%	\$745,732.18	\$95,307.83	\$39,744.00	\$2,160.00	\$843,200.12
TAFT	8,836	1.03%	\$389,790.76	\$49,817.02	\$351,483.00	\$19,102.00	\$450,709.77
TEHACHAPI	13,348	1.55%	\$582,243.40	\$74,413.33	\$4,559.00	\$248.00	\$658,904.73
WASCO	25,793	2.99%	\$1,125,097.70	\$143,782.56	\$26,710.00	\$1,452.00	\$1,279,342.25
KERN CO.-IN (1)	118,899	13.77%	\$4,927,086.48	\$662,646.17	\$0.00	\$0.00	\$5,589,932.65
KERN CO.-OUT	191,319	22.16%	\$8,345,386.98	\$1,066,578.07	\$899,082.00	\$48,863.00	\$9,489,828.05 ✓
METRO-BAKERSFIELD CTSA	N/A	N/A	\$1,045,865.83	\$0.00	\$0.00	\$0.00	\$1,045,865.83
PROOF	N/A		\$37,672,474.18	\$4,814,712.00	\$7,700,447.00	\$418,485.00	\$42,905,681.18
TOTALS	863,646	100.00%	\$37,672,474.16	\$4,814,712.00	\$7,700,447.00	\$418,485.00	\$42,905,681.18
KERN COG ADMINISTRATION	N/A	1.00%	\$400,305.11	\$0.00	N/A	\$0.00	\$400,305.11
KERN PEDESTRIAN/BIKEWAY	N/A	2.00%	\$782,604.13	\$0.00	N/A	\$0.00	\$782,604.13
KERN COG PLANNING (2)	N/A	3.00%	\$1,165,128.07	\$0.00	N/A	\$0.00	\$1,165,128.07
ESTIMATED TOTAL	N/A		\$40,039,511.47	\$4,814,712.00	N/A	\$418,485.00	\$45,283,718.47

NOTES:

(1) THE GOLDEN EMPIRE TRANSIT DISTRICT RETAINS CLAIMANT PRIORITY TO THE CITY OF BAKERSFIELD AND KERN-IN FUNDS. THE CITY OF BAKERSFIELD AND COUNTY OF KERN SHALL FUND 76.35% AND 24.65% OF GET'S CLAIM, RESPECTIVELY.

(2) PURSUANT TO P.U.C. SECTION 99282, CLAIMANTS MAY DESIGNATE FUNDING FOR CONTRIBUTIONS TO THE REGIONAL PLANNING PROCESS. SEE SCHEDULE "B" FOR THE DISTRIBUTION OF THIS AMOUNT BY AREA OF APPORTIONMENT.

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT

SCHEDULE "B"

PLANNING CONTRIBUTIONS BY AREA OF APPORTIONMENT

Fiscal Year 2015-2016

Revised: February 12, 2015

Prospective Claimant	POPULATION BASIS at 01/01/14	POPULATION RATIO	PLANNING CONTRIBUTION
ARVIN	20,037	0.0232	\$27,032
CALIFORNIA CITY	13,197	0.0153	\$17,804
DELANO	52,134	0.0604	\$70,333
GOLDEN EMPIRE TRANSIT	479,532	0.5552	\$646,927
MARICOPA	1,169	0.0014	\$1,577
MCFARLAND	12,624	0.0146	\$17,031
RIDGECREST	28,461	0.033	\$38,396
SHAFTER	17,096	0.0198	\$23,064
TAFT	8,936	0.0103	\$12,055
TEHACHAPI	13,348	0.0155	\$18,008
WASCO	25,793	0.0299	\$34,797
KERN REGIONAL TRANSIT	191,319	0.2215	\$258,105 /
PROOF TOTALS	N/A 863,646		\$1,165,128 \$1,165,128



VI. TTAC

November 4, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VI
KERN REGION PROP. 1B TRANSIT SAFETY CALL FOR PROJECTS FOR FISCAL
YEARS 2015-2016 (\$676,193)

DESCRIPTION:

The Governor's Office of Emergency Services (Cal OES) has announced a FY 2015-16 call for projects for the Transit Systems Safety, Security and Disaster Relief Account (TSSSDRA) funded by Proposition 1B for \$676,193.

DISCUSSION:

Eligible projects for TSSSDRA include:

- A. A capital project that provides increased protection against a security or safety threat including, but not limited to, the following:
 - a. Construction or renovation projects that are designed to enhance structures or other transit facilities and equipment;
 - b. Explosive device mitigation and remediation equipment;
 - c. Chemical, biological, radiological and nuclear explosives search, rescue or response equipment;
 - d. Interoperable communications equipment;
 - e. Physical security enhancement equipment;
 - f. The installation of fencing, barriers, gates or related security enhancements that are designed to improve the physical security of transit stations, tunnels, guideways, elevated structures or other transit facilities and equipment; and
 - g. Other security and safety-related projects approved by Cal EMA.
- B. A capital project that increases the capacity of transit operators to prepare for disaster-response transportation systems that can move people, goods, emergency personnel and equipment in the aftermath of a disaster.
- C. Other allowable costs under California Government Code 16727 (a) include costs directly related to construction or acquisition including, but not limited to, planning, engineering, construction management, architectural, and other design work, environmental impact reports and assessments, required mitigation expenses, appraisals, legal expenses, site acquisitions, necessary easements, and warranties.

NOTE: Management and Administration (M&A) costs are not allowable for Prop 1B funds. TSSSDRA projects are part of the Proposition 1B program; when bond sales occur, the California Department of Finance is able to administer revenues for these individual programs. Kern COG is requesting that the TTAC review and discuss the member agency draft TSSSDRA grant applications.

Kern COG requests those eligible agencies interested in filing a TSSSDRA investment justification to claim its FY 2015-16 TSSSDRA funds to contact Bob Snoddy, Regional Planner with project information no later than Friday, November 6, 2015 (to meet the November Transportation Planning Policy Committee agenda deadline). If you have any questions or require additional information, please contact Bob Snoddy at 661-861-2191 or bsnoddy@kerncog.org.

ACTION:

Information only.

Attachment: FY 2015/2016 Kern Region Apportionment Schedule

Kern Council of Governments
Transit System Safety, Security, and Disaster Response Account (TSSSDRA)

ESTIMATE AND APPORTIONMENT FACTORS

FY 2015-2016

Prospective Claimants	Population Basis 1/15/2015	Population Ratio Appor.	TSSSDRA 93313 Appor.	TSSSDRA 99314 Appor.	Total FY 2015-16 Appor.
Arvin	20,037	0.023	\$14,464	\$607	\$15,071
California City	13,197	0.015	\$9,527	\$203	\$9,730
Delano	52,134	0.060	\$37,635	\$518	\$38,153
GET	479,532	0.556	\$346,168	\$41,506	\$387,674
Kern Transit	191,319	0.222	\$138,111	\$6,113	\$144,224
McFarland	12,624	0.015	\$9,113	\$114	\$9,227
Ridgecrest	28,461	0.033	\$20,546	\$1,019	\$21,565
Shafter	17,096	0.020	\$12,341	\$539	\$12,880
Taft	8,936	0.010	\$6,451	\$2,629	\$9,080
Tehachapi	13,348	0.015	\$9,636	\$61	\$9,697
Wasco	25,793	0.030	\$18,620	\$273	\$18,893
Regional Totals	862,477		\$622,611	\$53,582	\$676,193



VII. TTAC

November 4, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Robert Phipps,
Administrative Services Director

SUBJECT: TTAC AGENDA ITEM: VII
FY 2016-17 OVERALL WORK PROGRAM

DESCRIPTION:

Kern COG is developing its 2016-17 Overall Work Program and is soliciting eligible projects for possible inclusion.

DISCUSSION:

The Overall Work Program (OWP) is an annual administrative document developed to meet state and federal guidelines. Projects requested by local, state and federal agencies that address regional issues and concerns are included in order to provide a comprehensive overview of the annual Kern COG program. Project scope is limited by available funding.

Agencies are encouraged to submit appropriate projects to Kern COG staff for possible inclusion in the FY 2014-2015 Overall Work Program. These proposals may include but are not limited to:

- Freight and rail studies;
- Corridor or interchange studies;
- Transit studies or plans and;
- Requests for technical assistance.

Requests should be submitted in writing to the Executive Director no later than December 4, 2015. All requests will be reviewed for project eligibility and budgetary impacts. Eligible projects will be included in the preliminary Overall Work Program that will be presented to Kern COG's Board by February 2015.

ACTION:

Information.



November 4, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Raquel Pacheco,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VIII
FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AMENDMENT #13
– TIMELINE

DESCRIPTION:

Upcoming amendment schedule for 2015 FTIP Amendment No. 13.

DISCUSSION:

Amendments to the Federal Transportation Improvement Program (FTIP) are a normal part of the management and use of the FTIP. The upcoming amendment will include revisions to the State Highway Operation and Protection Program (Minor projects), revisions to Regional Surface Transportation Program (RSTP), and Non-motorized Program (introduction of the Cycle 2 Active Transportation Program Statewide projects as approved at the October 21, 2015 California Transportation Commission meeting). The next amendment schedule is provided below for your reference.

2015 FTIP AMENDMENT	
Public review period begins	Friday, November 6, 2015
TPPC meeting – public hearing	Thursday, November 19, 2015
Public review period ends	Friday, November 20, 2015
Regional approval	Monday, November 23, 2015
State approval	December 2015
Federal approval	January 2016

Action: Information



November 4, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Raquel Pacheco,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: IX
PROJECT ACCOUNTABILITY TEAM REPORT

DESCRIPTION:

98% of project funding has not been submitted for funding authorization.

DISCUSSION:

On January 3, 2007, the TTAC agreed to meet for monthly project status meetings. This meeting brings to the forefront Congestion Mitigation Air Quality (CMAQ), Regional Surface Transportation Program (RSTP), Transportation Enhancement (TE), and Transit Program project delivery commitments in current and future fiscal years of the Federal Transportation Improvement Program (FTIP). On October 19, 2010, Transportation Development Act (TDA) Article 3 projects were added to the agenda. The forum is ideal to discuss new requirements or announcements such as training opportunities or programming approvals. Caltrans staff is invited to assist project managers and provide updates on specific requests.

HIGHLIGHTS of October 13, 2015 meeting

1. All transportation Enhancements (TE) projects have now been allocated. Since there is no future cycles of TE funding, the project accountability team has now transitioned their focus of the TE Program to the Active Transportation Program (ATP).
2. ATP Cycle 2 Statewide competition project list was approved by the California Transportation Commission (CTC) on October 21, 2015. The Kern COG ATP project list will be approved regionally in November, then approved by the CTC in December.
3. Caltrans District 6 announced that effective September 21, 2015, Shane Gunn is the new Environmental Senior that will handle the NEPA process for all Caltrans Local Assistance projects.
4. Score Card - 1% of projects have approved funding authorization; 1% is awaiting funding authorization; 98% has not been submitted for funding authorization

Enclosure: October 13, 2015 Project Accountability Team meeting notes
October 13, 2015 Score Card for fiscal year 15/16
October 13, 2015 FY 15/16 project list
October 13, 2015 TDA Article 3 project list

ACTION: Information.

Project Accountability Team Meeting

Tuesday, October 13, 2015
Meeting held at Kern Council of Governments

Attendees:

Navdip Grewal, Bakersfield
Craig Platt, California City
Jeremy Bowman, Wasco
Raquel Pacheco, Kern COG

Rochelle Invina, Kern COG
Peter Smith, Kern COG
Susanne Campbell, Kern COG

DRAFT Notes

1. Introductions confirmed attendees.
2. **Active Transportation Program (ATP) Cycle 1 Delivery** – Ms. Pacheco presented the next opportunity to submit allocation vote for projects programmed in FY 15/16 to Caltrans by October 12, 2015 for the October California Transportation Commission (CTC) meeting or November 23, 2015 for the January CTC meeting. Copies of the 2016 Preparation Schedule were provided.
3. **ATP Cycle 2 Program of Projects Timeline** – Mr. Smith reported that the ATP Cycle 2 Statewide competition project list will be approved by the CTC in October. The Kern COG ATP project list will be approved regionally in November, then approved by the CTC in December. Ms. Pacheco provided draft timelines for delivery of the statewide ATP projects. *Update:* The CTC approved the statewide ATP project list on October 21, 2015.
4. **TDA Article 3 Project Status** – Mr. Smith noted that that he only received responses from Ridgecrest and Shafter regarding the letters notifying agencies of the status of their older projects. Once projects are deemed undeliverable the funding goes back into the TDA Article 3 pot for future cycles. **See updates in the project list attached.**
5. **Roundtable presentations** – Each agency, represented, gave a project update only if new information was available for 2015-2016 projects. **See updates in the project list attached.**
 - A. **Caltrans Local Assistance Workshop Topics** – Ms. Pacheco requested topics for the next Caltrans workshop by October 23rd and did not receive any responses.
 - B. **Project Milestone information (updates due October 30th)** – Ms. Pacheco noted that a request to update existing project milestone information would be emailed to each respective agency.
6. **Announcements** – A. Caltrans announced that once again California was able to delivery over 100% of the funding available via the August Redistribution process. Caltrans encourages agencies to deliver all projects in the current year and request advancement of projects in future years.

B. Caltrans District 6 announced that effective September 21, 2015, Shane Gunn is the new Environmental Senior that will handle the NEPA process for all Caltrans Local Assistance projects.
7. **Conclude Meeting / Next meeting** – November 17, 2015 at Kern COG

October 13, 2015

TO: TTAC Members and Project Managers

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco, Regional Planner

RE: Monthly Project Delivery Score Card



Federal Transportation Improvement Program

Federal/State \$ in FY 15/16				
FY 2015-16	No. of Projects	Preliminary Engineering	Construction	% of funding
ATP	13	\$0	\$6,772,000	
CMAQ	19	\$0	\$9,737,355	
RSTP	17	\$0	\$10,365,118	
Transit	4	\$0	\$12,707,868	
Totals	53	\$0	\$39,582,341	100%

1. Not Submitted	No. of Projects	Preliminary Engineering	Construction	% of funding
ATP	11	\$0	\$5,969,000	
CMAQ	19	\$0	\$9,737,355	
RSTP	16	\$0	\$10,334,133	
Transit	4	\$0	\$12,707,868	
Total	50	\$0	\$38,748,356	98%

2. Submitted	No. of Projects	Preliminary Engineering	Construction	% of funding
ATP	2	\$0	\$803,000	
CMAQ	0	\$0	\$0	
RSTP	0	\$0	\$0	
Transit	0	\$0	\$0	
Total	2	\$0	\$803,000	1%

3. State/Federal Approvals	No. of Projects	Preliminary Engineering	Construction	% of funding
ATP	0	\$0	\$0	
CMAQ	0	\$0	\$0	
RSTP	1	\$0	\$30,985	
Transit	0	\$0	\$0	
Total	1	\$0	\$30,985	1%

Federal Transportation Improvement Program - Fiscal Year 2015/2016
ATP, CMAQ, RSTP, Transit

Lead	PIN	Project No./ Grant No.	Description	Federal FY 15/16 PE	Federal FY 15/16 CON	FY 15/16 Total	Date Expect to Submit	Note
Arvin	KER140401	STPL-5370(026)	IN ARVIN: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Varsity Ave)	\$0	\$434,557	\$562,698		1
Bakersfield	KER140402		IN BAKERSFIELD: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Ashe Rd, Wilson Rd, Brundage Ln)	\$0	\$4,762,045	\$5,379,021	Jan 2016	1
Bakersfield	KER140507		IN BAKERSFIELD: GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SAFER ROADS (Snow at Jewetta, Snow at Norris, Stockdale Hwy)	\$0	\$970,554	\$1,096,300	Jan 2016	1
Bakersfield	KER140508		IN BAKERSFIELD: MOHAWK ST FROM TRUXTUN AVE TO CALIFORNIA AVE; CONSTRUCT MEDIAN ISLAND	\$0	\$265,590	\$300,000	Jan 2016	1
Bakersfield	KER151002		IN BAKERSFIELD: FRANK WEST ELEMENTARY SCHOOL; SAFE ROUTES TO SCHOOL IMPROVEMENTS	\$0	\$312,000	\$312,000	Jan 2016	1
Cal. City	KER140403	STPL-5399(024)	IN CALIFORNIA CITY: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Hacienda Blvd: Redwood)	\$0	\$281,078	\$317,496	Jan 2016	1
Delano	KER140404	STPL-5227(052)	IN DELANO: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (High St, Ellington St, Fremont St)	\$0	\$1,196,029	\$1,350,988	Dec 2015	1
Delano	KER141003	ATP-5227(053)	IN DELANO: SAFETY AND EDUCATION FOR AN ACTIVE DELANO SCHOOL COMMUNITY	\$0	\$362,000	\$362,000	Nov 2015	1
Delano	KER150810		IN DELANO: OPERATING ASSISTANCE	\$0	\$915,618	\$1,831,237		1
Delano	KER150811		IN DELANO: PURCHASE OF THREE REPLACEMENT GAS DIAL-A-RIDE VANS (FTA Section 5307)	\$0	\$132,000	\$165,000		1
Delano	KER150812		IN DELANO: PURCHASE OF THREE REPLACEMENT GAS DIAL-A-RIDE VANS (FTA Section 5339)	\$0	\$140,250	\$165,000		1
GET	KER140502		IN BAKERSFIELD: ON THE CALIFORNIA STATE UNIVERSITY, BAKERSFIELD CAMPUS; CONSTRUCTION OF A PUBLIC TRANSIT CENTER	\$0	\$1,074,840	\$1,214,115		1
GET	KER140503		IN BAKERSFIELD: EXPANSION OF PASSIVE SOLAR ELECTRIC CONVERSION SYSTEM	\$0	\$1,437,992	\$1,624,300		1
GET	KER150806		IN BAKERSFIELD: PURCHASE OF 24 REPLACEMENT CNG BUSES	\$0	\$11,520,000	\$14,400,000		1
NOTES	Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved. 2a. Allocation request to CTC. A. Amendment pending							

Federal Transportation Improvement Program - Fiscal Year 2015/2016
ATP, CMAQ, RSTP, Transit

Lead	PIN	Project No./ Grant No.	Description	Federal FY 15/16 PE	Federal FY 15/16 CON	FY 15/16 Total	Date Expect to Submit	Note
KCOG	KER140414		IN KERN COUNTY: REGIONAL TRAFFIC COUNT PROGRAM	\$0	\$79,677	\$90,000	Jan 2016	1
KCOG	KER140501		IN KERN COUNTY: RIDESHARE PROGRAM	\$0	\$201,534	\$227,645	Jan 2016	1
Kern Co.	KER140405		IN KERN COUNTY: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Rowlee Rd)	\$0	\$1,466,238	\$2,108,238		1
Kern Co.	KER140506		IN BAKERSFIELD: GROUPED PROJECTS FOR INTERSECTION SIGNALIZATION (Fruitvale Ave, Cottonwood Rd at Feliz Dr, Merle Haggard Dr, Cottonwood Rd at Belle Terrace, Allen Rd)	\$0	\$1,000,000	\$1,250,000		1
Kern Co.	KER140509		IN KERN COUNTY: GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS (California City Blvd, Sycamore Rd, Pond Rd)	\$0	\$3,199,027	\$3,950,000		1
Kern Co.	KER141004		NORTH OF BAKERSFIELD: HIGHLAND ELEMENTARY; CONSTRUCT PEDESTRIAN IMPROVEMENTS	\$0	\$275,000	\$330,000	Nov 2015	1
Kern Co.	KER141005		IN BAKERSFIELD: HORACE MANN ELEMENTARY; CONSTRUCT PEDESTRIAN IMPROVEMENTS	\$0	\$310,000	\$372,000	Nov 2015	1
Kern Co.	KER151003		IN BAKERSFIELD: STIERN MIDDLE SCHOOL; CONSTRUCT PEDESTRIAN IMPROVEMENTS	\$0	\$125,000	\$150,000	Nov 2015	1
Kern Co.	KER151004		IN KERN COUNTY: MOJAVE; CONSTRUCT PEDESTRIAN IMPROVEMENTS	\$0	\$249,000	\$640,000	Nov 2015	1
McFarland	KER140406	STPL-5343(007)	IN MCFARLAND: KERN AVE: 2ND ST TO 3RD ST; LANDSCAPING AND PEDESTRIAN IMPROVEMENTS	\$0	\$262,720	\$358,659		1
McFarland	KER140510	CML-5343(006)	IN MCFARLAND: ALONG ELMO HWY AND BROWNING RD; PAVE SHOULDERS AND INSTALL CLASS II BIKE LANE FACILITIES	\$0	\$242,592	\$274,023		1
Ridgecrest	KER140407	STPL-5385(056)	IN RIDGECREST: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (S. China Lake: Bowman to College Heights)	\$0	\$588,497	\$664,744		1
Ridgecrest	KER140512	CML-5385(055)	IN RIDGECREST: NORTH WARNER ST FROM DRUMMOND AVE TO WEST HOWELL AVE; SURFACE UNPAVED STREET	\$0	\$231,769	\$261,798		1
Shafter	KER140409		IN SHAFTER: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Beech at Lerdo)	\$0	\$182,000	\$205,581	Feb 2016	1

Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved.
2a. Allocation request to CTC.
A. Amendment pending

NOTES

Federal Transportation Improvement Program - Fiscal Year 2015/2016
ATP, CMAQ, RSTP, Transit

Lead	PIN	Project No./ Grant No.	Description	Federal FY 15/16 PE	Federal FY 15/16 CON	FY 15/16 Total	Date Expect to Submit	Note
State	KER140410		IN MARICOPA: SR 33 AT STANISLAUS ST; INSTALL RECTANGULAR RAPID FLASHING BEACON NEAR PEDESTRIAN CROSSING	\$0	\$30,985	\$35,000	done	3
State	KER140511		SOUTH OF BAKERSFIELD: SR 223 AT SR 184/WHEELER RIDGE RD; OPERATIONAL IMPROVEMENT	\$0	\$750,000	\$1,500,000		1
Taft	KER140411	STPL-5193(038)	IN TAFT: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Church St)	\$0	\$198,770	\$224,524		1
Taft	KER140513	CML-5193(037)	IN TAFT: SUPPLY ROW ST BETWEEN S 4TH ST AND S 6TH ST; CONSTRUCT PARK-AND-RIDE	\$0	\$363,457	\$410,547		1
Tehachapi	KER140412		IN TEHACHAPI: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION	\$0	\$315,110	\$355,937		1
Tehachapi	KER141006		IN TEHACHAPI: SOUTHSIDE OF VALLEY BLVD FROM 110' WEST OF MULBERRY ST TO 95' EAST OF MILL ST; CONSTRUCT CLASS I BIKE PATH	\$0	\$1,156,000	\$1,156,000	Feb 2016	1
Tehachapi	KER151005		IN TEHACHAPI: VARIOUS LOCATIONS; SAFE ROUTES TO SCHOOL IMPROVEMENTS	\$0	\$780,000	\$780,000	Nov 2015	1
Wasco	KER140413		IN WASCO: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Griffith Ave)	\$0	\$567,412	\$640,928	Nov 2015	1
Wasco	KER141007	ATP-5287(040)	IN WASCO: PALM AVE ELEMENTARY SCHOOL; CONSTRUCT PEDESTRIAN INFRASTRUCTURE IMPROVEMENTS	\$0	\$410,000	\$410,000	Oct 2015	1
Wasco	KER141008	ATP-5287(041)	IN WASCO: TERESA BURKE ELEMENTARY SCHOOL & FILBURN AVE; CONSTRUCT BIKE & PEDESTRIAN IMPROVEMENTS	\$0	\$1,570,000	\$1,570,000	Jan 2016	1
Wasco	KER151006	(044)	IN WASCO: KARL CLEMENS & THOMAS JEFFERSON SCHOOLS; CONSTRUCT PEDESTRIAN IMPROVEMENTS	\$0	\$273,000	\$273,000	Aug 2015	2a
Wasco	KER151007	ATP-5287(043)	IN WASCO: JOHN L PRUEITT SCHOOL; CONSTRUCT BIKE & PEDESTRIAN IMPROVEMENTS	\$0	\$420,000	\$420,000	Jan 2016	1
Wasco	KER151008	(042)	IN WASCO: SR 43; CONSTRUCT PEDESTRIAN LIGHTING	\$0	\$530,000	\$530,000	Aug 2015	2a
NOTES	Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved. 2a. Allocation request to CTC. A. Amendment pending							

Transportation Development Act Article 3 Program

Project Status

Status Code: 1=Not Started 2=Under Construction 3=Completed

Jurisdiction	Auth. Date	Auth Order	Project Name	Funding	Status Code	
Arvin	9/19/2013	MO#13-03	Bike Rack	\$1,000	1	
Arvin	9/18/2014	MO#14-04	Pedestrian Improvements at DiGiorgio Park	\$44,200	1	
Arvin	8/20/2015	MO#15-04	Pedestrian Improvements at DiGiorgio Park	\$44,200	1	
Bakersfield	9/18/2008	MO#08-06	Bike Bakersfield Safety Program	\$42,000	2	On-going
Bakersfield	9/20/2012	MO#12-03	Ped Improve on Columbus from River to Haley (I of II)	\$0	3	Completed, billing competed June 6, 2014 \$26,892
Bakersfield	9/20/2012	MO#12-03	Ped Improve on Brundage from Oleander to "H" (I of II)	\$0	3	Completed, billing competed June 6, 2014 \$20,733
Bakersfield	9/19/2013	MO#13-03	Ped Improve on Columbus from River to Haley (II of II)	\$0	3	Completed, billing competed June 6, 2014 \$60,008
Bakersfield	9/19/2013	MO#13-03	Ped Improve on Brundage from Oleander to "H" (II of II)	\$0	3	Completed, billing competed June 6, 2014 \$46,267
Bakersfield	9/19/2013	MO#13-03	Bike Lane on Akers btwn McKee-Wilson (I of II)	\$112,149	3	Billed \$69,749.24 October 24, 2014 Processed
Bakersfield	9/18/2014	MO#14-04	Bike Lane on Akers btwn McKee-Wilson (II of II)	\$111,051	3	completed, to file invoice
Bakersfield	9/18/2014	MO#14-04	Bike Lane on Haggin Oaks from Ming to Camino Media	\$12,500	2	Construction/Award
Bakersfield	9/18/2014	MO#14-04	SW bike lanes on Various Streets (I of III)	\$48,333	2	Construction/Award
Bakersfield	9/18/2014	MO#14-04	Bike Lanes on Stockdale Highway from Renfro to Allen Road	\$25,100	2	Construction/Award
Bakersfield	9/18/2014	MO#14-04	Bike Lanes on Snow Road from Allen to Norris Road	\$25,200	2	Construction/Award
Bakersfield	9/18/2014	MO#14-04	Countdown heads at 50 locations (I of III)	\$79,060	2	Construction/Award
Bakersfield	8/20/2015	MO#15-04	Downtown Bicycle Parking	\$12,000	1	
Bakersfield	8/20/2015	MO#15-04	Build-a-Bike Program	\$1,000	1	
Bakersfield	8/20/2015	MO#15-04	SW bike lanes on Various Streets (II of III)	\$48,333	2	to write letter to deobligate savings
Bakersfield	8/20/2015	MO#15-04	Countdown heads at 50 locations (II of III)	\$61,970	1	
Bakersfield	8/20/2015	MO#15-04	Brundage Lane Class III/"A"Street Class II	\$138,000	1	
Bakersfield	8/20/2015	MO#15-04	Kern River Bike Path Rehab: Buena Vista to Coffee (I of II)	\$55,737	1	
California City	9/20/07	MO#07-03	Bike Safety Program	\$1,000	1	
California City	10/15/09	MO#09-01	Hacienda Blvd Phase 1 (I of II)	\$0	3	Completed, Billing Paid \$132,082
California City	10/21/2010	MO#10-03	Hacienda Blvd Phase 1 (II of II)	\$0	3	Completed, Billing Paid \$132,082
California City	10/21/2010	MO#10-03	Hacienda Blvd Phase 2	\$0	3	Completed, Billing Paid \$175,000
				\$1,000		
Delano (No Projects)						
Kern County	9/15/2011	MO#11-01	West Side SR 184 Ped Path DiGiorgio to Collison (I of III)	\$87,000	2	Construction anticipated in Spring 2014
Kern County	9/20/2012	MO#12-03	Ped Improve on Niles from Virginia to Oswell (I of III)	\$51,862	1	Construction anticipated in Fall 2014
Kern County	9/20/2012	MO#12-03	Oak Creek Bikepath from Koch to Deaver (II of II)	\$0	3	Completed Pmt rec'd 8/24/2013 \$135,000
Kern County	9/20/2012	MO#12-03	West Side SR 184 Ped Path DiGiorgio to Collison (II of III)	\$87,000	2	Construction anticipated in Spring 2014
Kern County	9/19/2013	MO#13-03	West Side SR 184 Ped Path DiGiorgio to Collison (III of III)	\$87,000	2	Construction anticipated in Spring 2014
Kern County	9/19/2013	MO#13-03	Ped Improve on Niles from Virginia to Oswell (II of III)	\$146,507	2	Construction anticipated in Fall 2014
Kern County	9/19/2013	MO#13-03	Ped on Niles btwn Lynwood and Morning (I of II)	\$15,000	1	Construction anticipated in Fall 2014
Kern County	9/18/2014	MO#14-04	Ped on Niles btwn Lynwood and Morning (II of II)	\$100,000		

Transportation Development Act Article 3 Program

Project Status

Status Code: 1=Not Started 2=Under Construction 3=Completed

Jurisdiction	Auth. Date	Auth Order	Project Name	Funding	Status Code
Kern County	9/18/2014	MO#14-04	Ped Improve on Niles from Virginia to Oswell (III of III)	\$146,507	1
Kern County	8/20/2015	MO#15-04	Bicycle Parking	\$3,000	1
Kern County	8/20/2015	MO#15-04	North Chester Ave Pedestrian Improvements	\$160,000	1
Kern County	8/20/2015	MO#15-04	Niles Street Pedestrian Improvements	\$100,000	1
Maricopa	9/15/2011	MO#11-01	Bike Safety Program	\$1,000	1
McFarland	9/19/2013	MO#13-03	Bike Safety Program	\$1,000	1 Billed 923.99 September 24, 2014, In Process
McFarland	9/19/2013	MO#13-03	Bicycle Parking	\$1,000	1 Billed \$995.16 September 24, 2014 In Process
McFarland	9/18/2014	MO#14-04	Bicycle Parking	\$1,000	1
McFarland	9/18/2014	MO#14-04	Bike Safety Program	\$1,000	1
McFarland	9/18/2014	MO#14-04	Bike lanes on Mast Street and on Taylor Street	\$24,150	1
McFarland	8/20/2015	MO#15-04	Bicycle Parking	\$1,000	1
McFarland	8/20/2015	MO#15-04	Bicycle Safety	\$1,000	1
Ridgecrest	9/20/2012	MO#12-03	Bowman Road Bikepath on Richmond (I of II)	\$106,275	2 Project going to design
Ridgecrest	9/19/2013	MO#13-03	Bowman Road Bikepath on Richmond (II of II)	\$156,109	2
Shafter	10/15/2009	MO#09-01	SR 43 Sidewalks from Meyer Ave to Tulare (I of III)	\$25,617	1 Awaiting funding phasing
Shafter	9/20/2012	MO#12-03	SR 43 Sidewalks from Meyer Ave to Tulare (II of III)	\$79,264	1 Awaiting funding phasing
Shafter	9/19/2013	MO#13-03	SR 43 Sidewalks from Meyer Ave to Tulare (III of III)	\$79,264	1
Taft	10/15/2009	MO#09-01	Sunset Railway Rails to Trails Phase 2 (I of III)	\$85,190	2 In Design Billed \$41,493.63 on May 31, 2012
Taft	10/21/2010	MO#10-03	Sunset Railway Rails to Trails Phase 2 (II of III)	\$139,716	2 In Design
Taft	9/15/2011	MO#11-01	Bike Rack at Oil Monument	\$1,000	3 Completed
Taft	9/15/2011	MO#11-01	Sunset Railway Rails to Trails Phase 2 (III of III)	\$139,716	2 In Design
Taft	9/19/2013	MO#13-03	Bike Rack	\$1,000	1
Tehachapi	10/15/2009	MO#09-01	Bicycle Parking Rack	\$1,000	3 Completed, awaiting billing
Tehachapi	10/15/2009	MO#09-01	Bicycle Safety Program	\$1,000	3 Completed, awaiting billing
Tehachapi	10/21/2010	MO#10-03	Bike Rack at Manzanita Park	\$1,000	3 Completed, awaiting billing
Tehachapi	10/21/2010	MO#10-03	Davis Street Sidewalk	\$55,000	2 In Design
Tehachapi	9/20/2012	MO#12-03	Bicycle Master Plan Implementation Phase I	\$160,000	1
Tehachapi	9/20/2012	MO#12-03	Bicycle Safety Program	\$1,000	1
Tehachapi	9/20/2012	MO#12-03	Bicycle Parking Rack	\$1,000	1
Tehachapi	9/19/2013	MO#13-03	Bike Locker at airport	\$2,400	3 Paid Invoice June 6, 2014
Tehachapi	9/18/2014	MO#14-04	Class I bikepath on N. Tehachapi Bvd from Hayes to E. of Stuber	\$121,158	1
Tehachapi	8/20/2015	MO#15-04	Class I bikepath on N. Tehachapi Bvd from Hayes to E. of Stuber	\$121,158	
Wasco	9/15/2011	MO#11-01	Bike Safety Program	\$1,000	3 Partial Payment of \$497 on June 6,2014
Wasco	9/20/2012	MO#12-03	Pedestrian Improvements on 7th Street	\$23,507	3 Completed and paid.

Transportation Development Act Article 3 Program

Project Status

Status Code: 1=Not Started 2=Under Construction 3=Completed

Jurisdiction	Auth. Date	Auth Order	Project Name	Funding	Status Code
Wasco	9/20/2012	MO#12-03	Bike Safety Program	\$1,000	1
Wasco	9/18/2014	MO#14-04	Bike Safety Program	\$1,000	1
Wasco	9/20/2015	MO#15-04	Bike Safety Program	\$1,000	1
Wasco	9/20/2015	MO#15-04	Bike Parking	\$3,000	1
Wasco	9/20/2015	MO#15-04	Griffith Ave Pedestrian Improvements (I of II)	\$39,204	1

Current as of October 13, 2015



November 4, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Raquel Pacheco,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: X
CONGESTION MITIGATION AIR QUALITY (CMAQ) - PROJECT DELIVERY
PRESENTATION

DESCRIPTION:

A presentation will be provided by Steve Woods, Golden Empire Transit District, regarding the construction of a public transit center that is part of the Congestion Mitigation Air Quality (CMAQ) Program.

DISCUSSION:

BACKGROUND

The Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) projects in fiscal year 14/15 were originally approved by the Kern COG's Board on February 20, 2014. Projects were incorporated into a Federal Transportation Improvement Program (FTIP) amendment that was federally approved May 12, 2014. These projects were eligible for funding authorization as of October 1, 2014.

CMAQ and RSTP project delivery letters for fiscal year 14/15 were provided and discussed at the February 4, 2015 Transportation Technical Advisory Committee (TTAC). The TTAC requested project status presentations for the March 4, 2015 and April 1, 2015 TTAC meeting.

At the April 1, 2015 TTAC meeting, all CMAQ and RSTP projects were reported to be on target to get funding authorized in fiscal year 14/15. The TTAC specifically requested an additional update be provided for the California State University, Bakersfield campus construction of a public transit center project.

PRESENTATION

KER140502 (\$1,074,840 CMAQ) Golden Empire Transit District - In Bakersfield: On California State University, Bakersfield campus; Construction of a Public Transit Center.

Presentation will include the following information:

- A. Where the agency is in the delivery process compared to information provided at the April 1, 2015 TTAC meeting; and
- B. Is the project on schedule for construction in fiscal year 15/16?

ACTION: Information.



XI.
TTAC

November 4, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Raquel Pacheco,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: XI
CONGESTION MITIGATION AIR QUALITY (CMAQ) –
SUMMARY OF COMMENTS AND RESPONSES

DESCRIPTION:

CMAQ applications were due September 3, 2015. A summary of comments and responses is being prepared. Applications and summary of comments will be mailed to the TTAC for review under a separate cover.

DISCUSSION:

Project Analysis

On September 3, 2015, the Congestion Mitigation Air Quality (CMAQ) call for projects was closed. Kern COG staff has processed the applications submitted. Kern COG staff has considered the following factors in the development of the proposed program of projects:

- Use of Kern COG CMAQ Policy and Procedures for technical analysis;
- Use of Federal Highway Administration CMAQ Program Guidance for eligibility criteria;
- Use of Air Resources Board's methodology for calculating emission reduction and cost-effectiveness;
- Programming all available federal funds estimated by Caltrans; and
- Leveraging other possible funds available from outside sources.

The summary of comments and responses will provide clarification of submitted applications and/or data revisions. The summary is being prepared to assist in reviewing the applications sent under a separate cover. The Transportation Technical Advisory Committee may submit comments to rpacheco@kerncog.org by **November 25, 2015**. Comments received will be circulated to the respective applicant. Responses from the applicants will be distributed/discussed at the TTAC subcommittee review workshop tentatively scheduled for December 14, 2015.

Timeline

In the month of November, Kern COG staff will develop a draft program of projects as shown in the timeline below:

CMAQ Call for Projects Timeline (approved 4/16/15)

Date	Task
April 2015	Approve Timeline and Fund Estimate
Late April 2015	Advertise Call for Projects
September 2015	Candidate Projects Due
November 2015	Develop Program of Projects
December 2015	TTAC subcommittee (peer) review of applications and initial rankings
February 2016	Update Program of Projects as needed
March 2016	Present Draft Program of Projects to TTAC and TPPC
April 2016	Approve Final Program of Projects and introduction into FTIP

Kern COG staff will continue to work with project applicants as there are still responses in progress. The 2015 CMAQ applications and summary of comments and responses will be sent under separate cover when responses are completed. The Kern COG Executive Director has directed Kern COG staff to not circulate the draft program of projects until after the TTAC subcommittee review of applications. Staff will continue to complete its review of applications to clarify the following concerns:

- Purpose and need issues;
- Potentially ineligible project elements;
- Emission calculation inputs and formulas;
- Cost effectiveness based on revised emission calculations; and
- Verification of cost estimates (application inconsistency with backup documentation).

ACTION: Information



XII. TTAC

November 4, 2015

TO: Kern Council of Governments

FROM: Ahron Hakimi,
Executive Director

BY: Vincent Liu
Regional Planner

SUBJECT: TTAC AGENDA ITEM: XII
KERN COG OFFERS GEOGRAPHIC INFORMATION SYSTEM (GIS) SERVICES AND
MAPPING SUPPORT AGREEMENTS TO MEMBER AGENCIES

DESCRIPTION:

Maricopa, Wasco, Shafter, the East Kern Resource Conservation District and the Kern Water Agency have on-going agreements with Kern COG to provide on call, priority GIS mapping and technical support on an as needed basis for a fixed hourly rate in addition to Kern COG normal level of technical assistance at no charge as resources are available.

DISCUSSION:

Kern COG provides technical services and support to member agencies on a variety transportation related modeling and data requests at no charge. However, the resources for these services are limited. In an effort to supplement this service the Kern COG Board has entered into agreements to provide support, primarily to our smaller members and other local government agencies.

Since year 2001, Kern Council of Governments (Kern COG) has provided for agreements with our member agencies to provide Geographic Information System (GIS) and mapping services and technical support. Under the agreements, Kern COG provides priority data and technical support for the agency for assistance with grant applications, research and analysis on an on-call, first-come-first-serve basis. Services are provided at the current average staff rate of 75\$ per hour with overhead. The member agency is only billed for actual hours worked in an amount not to exceed the annual amount budgeted. Kern COG will use the agreement to program staff time to support member agency agreements. Interested member agencies can contact Rob Ball or Vincent Liu for further information.

Work Element -- 201.3 Mapping Services and Technical Support -- offers on-call services to our member agencies. The objective of the new Work Element is to provide specialized mapping services and technical support for local agencies and to provide an incubator service to assist in the efficient development and implementation of GIS technology in the region. The goal of this work element is that each agency will eventually develop the expertise in-house to maintain their GIS mapping needs.

Through this agreement the contracted member agency will be provided with an update of the GIS data and an arrangement for future maintenance and support. The GIS services to be provided will include: mapping, creation and maintenance of GIS files for zoning or general plan, resource data, cultural data, and census data. Other services to be provided include creation of an on-line Internet repository and training and technical support.

The agreement is open ended; requiring the contracted member agencies to compensate Kern COG certain amount annually for any future requested maintenance, training, or support to be billed on an hourly basis as needed in an amount not to exceed the annual budget.

Kern COG currently maintains similar mapping service agreements with the Cities of Maricopa, Delano, Shafter, and Wasco, the East Kern Resource Conservation District and the Kern Water Agency. Other member agencies are encouraged will have interest in this member agency service.

ATTACHMENT:

Sample Kern COG GIS service agreement.

ACTION: Information

PROFESSIONAL SERVICES AGREEMENT

(CITY OF _____ - KERN COUNCIL OF GOVERNMENTS)

THIS AGREEMENT is made and entered into this _____ day of _____, 20___, by and between the CITY OF _____ (hereinafter "City"), with its principal location at _____, _____, CA 93____ and the Kern Council of Governments, (hereinafter "Kern COG") whose principal place of business is at 1401 19th Street, Suite 300, Bakersfield, CA 93301;

WITNESSETH:

WHEREAS:

(A) Kern COG has developed the Kern Geographic Information Network to coordinate development of Geographic Information in the region and to eliminate duplication of effort; and

(B) City desires to engage Kern COG to provide said services and Kern COG, by reason of its qualifications, experience, and facilities for doing the type of work herein contemplated, has offered to provide the required services on the terms set forth herein.

NOW, THEREFORE, IT IS AGREED between the parties hereto as follows:

1. **Services to be Rendered.** A description of the services to be provided is contained in Exhibit "A", attached hereto and incorporated herein by this reference. All services required pursuant to this Agreement shall be completed and delivered to the City no later than June 30, 20__.

2. **Compensation to Kern COG.** City shall compensate Kern COG, and Kern COG shall complete all the services required pursuant to Exhibit "A", in an aggregate amount not to exceed six-thousand three-hundred dollars (\$6,300).

Beginning in Fiscal Year 2001-2002 the City shall compensate Kern COG on an hourly basis at a rate adopted by the Kern COG board in the Kern COG Policy and Procedure Manual, Appendix B, Schedule of Fees, Charges and Memberships, under the category of Planning and Information Management Fees (currently \$60.00 per hour). Services and/or product provided by Kern COG shall include but are not limited to updates of various data layers including parcels, zoning, and general plan, on-going technical support, and training. The aggregate amount of services rendered shall not to exceed five-thousand four-hundred dollars (\$5,400) per year, unless approved by the City Council. This amount shall include all of Kern COG's necessary and reasonable costs incurred on behalf of the City. The City shall only be billed for services requested by the City.

3. **Billing Requirements.** Following the completion of the services identified in Exhibit "A" to City's satisfaction, Kern COG shall submit a verified written invoice to the City. Additionally, Kern COG agrees to maintain records of time and attendance and other items which will result in costs to City and which are in support of services specified herein. The invoice shall be sent to the City Manager's Office for review and processing. Payment will be made to Kern COG within thirty (30) days of receipt and approval of the invoice by the City Manager.

4. **Term.** This Agreement shall remain in effect until terminated by either party as provided in Section 9 below.

5. **Representations.** Kern COG makes the following representations which are agreed to be material to and form a part of the inducement for this Agreement:

a. Kern COG has the expertise, support staff and facilities necessary to provide the services described in this Agreement; and

b. Kern COG does not have any actual or potential interests adverse to City nor does Kern COG represent a person or firm with an interest adverse to City with reference to the subject of this Agreement; and

c. Kern COG shall diligently provide all required services in a timely and professional manner in accordance with the terms and conditions stated in this Agreement.

6. **Assignment.** Kern COG shall not assign, sublet or transfer this Agreement, or any part hereof. Kern COG shall not assign any monies due or which become due to Kern COG under this Agreement without the prior express and written approval by the City.

7. **Negation of Partnership.** In the performance of all services under this Agreement, Kern COG shall be, and acknowledges that Kern COG is, in fact and law, an independent contractor and not an agent or employee of City. Kern COG has and retains the right to exercise full supervision and control of the manner and methods of providing services to City under this Agreement. Kern COG retains full supervision and control over the employment, direction, compensation and discharge of all persons assisting Kern COG in the provision of services under this Agreement. With respect to Kern COG's employees, Kern COG shall be solely responsible for payment of wages, benefits and other compensation, compliance with all occupational safety, welfare and civil rights laws, tax withholding and payment of employee taxes, whether federal, state or local, and compliance with any and all other laws regulating employment.

8. **Indemnification.** Kern COG agrees to indemnify, defend and hold harmless City and their agents, board members, elected and appointed officials and officers, employees, volunteers and authorized representatives from any and all losses, liabilities, charges, damages, claims, liens, causes of action, awards, judgments, costs, and expenses (including, but not limited to, reasonable attorneys' fees of the City Attorney, expert fees, costs of staff time, and investigation costs) of whatever kind or nature, which arise out of or are in any way connected with any act or omission of Kern COG or Kern COG's officers, agents, employees, independent contractors, sub-contractors of any tier, or authorized representatives. Without limiting the generality of the foregoing, the same shall include injury or death to any person or persons; damage to any property, regardless of where located, including the property of City; and any workers' compensation claim or suit arising from or connected with any services performed pursuant to this Agreement on behalf of Kern COG by any person or entity.

9. **Termination.** Both City and Kern COG may terminate this Agreement on ninety (90) days written notice to the other party. The ninety (90) day notice period will be deemed to begin immediately after personal delivery, or five (5) days after mailing by regular U.S. Mail, postage prepaid. In addition, either party may immediately terminate this Agreement should the other party fail to substantially perform in accordance with the terms and conditions of this Agreement through no fault of the party initiating the termination. In the event this Agreement is terminated by either Kern COG or the City, Kern COG shall submit to the City all files, memoranda, documents, correspondence and other items generated in the course of performing this Agreement, within fifteen (15) days after the effective date of any written Notice of Termination. Should either party terminate this Agreement as provided herein, City shall pay Kern COG

for all satisfactory services rendered by Kern COG prior to the effective date of termination in an amount not to exceed the maximum dollar amount indicated in Section 2 herein.

10. **Ownership of Documents.** All reports, documents and other items generated or gathered in the course of providing services to the City under this Agreement are and shall remain the property of the City, and shall be returned to City upon full completion of all services by Kern COG or termination of this Agreement, whichever first occurs. Kern COG may retain copies of all reports, documents and other items generated or gathered in the course of providing services to the City under this Agreement and may use and distribute said documents in any manner it may wish.

11. **Notices.** All notices required or provided for in this Agreement shall be provided to the parties at the following addresses, by personal delivery or deposit in the U.S. Mail, postage prepaid, registered or certified mail, addressed as specified below. Notices delivered personally shall be deemed received upon receipt; mailed or expressed notices shall be deemed received five (5) days after deposit. A party may change the address to which notice is to be given by giving notice as provided above.

To City:	City of [mailing address]
To Kern COG:	Kern Council of Governments 1401 19 th Street, Suite 300 Bakersfield, CA 93301

Nothing in this Agreement shall be construed to prevent or render ineffective delivery of notices required or permitted under this Agreement by leaving such notice with the receptionist or other person of like capacity employed in Kern COG's office, or the City Clerk of the City of _____.

12. **Conflict of Interest.** Kern COG has read and is aware of the provisions of Section 1090 et seq. and Section 87100 et seq. of the Government Code relating to conflict of interest of public officers and employees. Kern COG agrees that they are unaware of any financial or economic interest of any public officer or employee of the City relating to this Agreement. It is further understood and agreed that if such a financial interest does exist at the inception of this Agreement, the City may immediately terminate this Agreement by giving written notice thereof. Kern COG shall comply with the requirements of Government Code section 87100 et seq. during the term of this Agreement.

13. **Sole Agreement.** This document contains the entire agreement of the parties relating to the services, rights, obligations and covenants contained herein and assumed by the parties respectively. No inducements, representations or promises have been made, other than those recited in this Agreement. No oral promise, modification, change or inducement shall be effective or given any force or effect.

14. **Authority to Bind City.** It is understood that Kern COG, in Kern COG's performance of any and all duties under this Agreement, except as otherwise provided in this Agreement, has no authority to bind City to any agreements or undertakings.

15. **Modifications of Agreement.** This Agreement may be modified in writing only, signed by the parties in interest at the time of the modification.

16. **Nonwaiver.** No covenant or condition of this Agreement can be waived except by the written consent of City and Kern COG. Forbearance or indulgence by either party in any regard

whatsoever shall not constitute a waiver of the covenant or condition to be performed by the other party. City and Kern COG shall be entitled to invoke any remedy available to them under this Agreement or by law or in equity despite said forbearance or indulgence.

17. **Choice of Law/Venue.** The parties hereto agree that the provisions of this Agreement will be construed pursuant to the laws of the State of California. This Agreement has been entered into and is to be performed in Kern County. Accordingly, the parties agree that the venue of any action relating to this Agreement shall be in the County of Kern.

18. **Confidentiality.** Kern COG shall not, without the written consent of City, communicate confidential information, designated in writing or identified in this Agreement as such, to any third party and shall protect such information from inadvertent disclosure to any third party in the same manner that they protect their own confidential information, unless such disclosure is required in response to a validly issued subpoena or other process of law. Upon completion of this Agreement, the provisions of this paragraph shall continue to survive.

19. **Enforcement of Remedies.** No right or remedy herein conferred on or reserved to City or Kern COG is exclusive of any other right or remedy herein or by law or equity provided or permitted, but each shall be cumulative of every other right or remedy given hereunder or now or hereafter existing by law or in equity or by statute or otherwise, and may be enforced concurrently or from time to time.

20. **Severability.** Should any part, term, portion or provision of this Agreement be decided finally to be in conflict with any law of the United States or the State of California, or otherwise be unenforceable or ineffectual, the validity of the remaining parts, terms, portions, or provisions shall be deemed severable and shall not be affected thereby, provided such remaining portions or provisions can be construed in substance to constitute the agreement which the parties intended to enter into in the first instance.

21. **Compliance with Law.** Kern COG and City shall observe and comply with all applicable local, state and federal laws, ordinances, rules and regulations now in effect or hereafter enacted, each of which are hereby made a part hereof and incorporated herein by reference.

22. **Captions and Interpretation.** Paragraph headings in this Agreement are used solely for convenience, and shall be wholly disregarded in the construction of this Agreement. No provision of this Agreement shall be interpreted for or against a party because that party or its legal representative drafted such provision, and this Agreement shall be construed as if jointly prepared by the parties.

23. **Time of Essence.** Time is hereby expressly declared to be of the essence of this Agreement and of each and every provision hereof, and each such provision is hereby made and declared to be a material, necessary and essential part of this Agreement.

24. **Nondiscrimination.** Neither Kern COG, nor any officer, agent, employee, servant or subcontractor of Kern COG shall discriminate in the treatment or employment of any individual or groups of individuals on the grounds of race, color, religion, national origin, age, or sex, either directly, indirectly or through contractual or other arrangements.

25. **Audit, Inspection and Retention of Records.** Kern COG agrees to maintain and make available to City accurate books and records relative to all its activities under this Agreement. Kern COG shall permit City to audit, examine and make excerpts and transcripts from such records, and to conduct audits of all invoices, materials, records of personnel or other data related to all other matters covered by this Agreement. Kern COG shall maintain such data and records in an accessible location and condition for a

period of not less than three (3) years from the date of final payment under this Agreement, or until after the conclusion of any audit, whichever occurs last. The State of California and/or any federal agency having an interest in the subject of this Agreement shall have the same rights conferred upon City herein.

Kern COG shall maintain a financial management system which complies with the applicable regulations found at 24 CFR Part 85.20, "Standards for Financial Management Systems," and which is in conformance with OMB Circular A-87, "Cost Principles for State and Local Governments".

26. **Non-Collusion Covenant.** Kern COG represents and agrees that it has in no way entered into any contingent fee arrangement with any firm or person concerning the obtaining of this Agreement with City. Kern COG has received from City no incentive or special payments, nor considerations not related to the provision of services under this Agreement.

27. **Signature Authority.** Each party has full power and authority to enter into and perform this Agreement, and the person signing this Agreement on behalf of each party has been properly authorized and empowered to enter into this Agreement.

N WITNESS WHEREOF, each party to this Agreement has signed this Agreement upon the date indicated, and agrees, for itself, its employees, officers, partners and successors, to be fully bound by all terms and conditions of this Agreement.

CITY OF

Dated: _____

By _____
, City Manager

"City"

Kern Council of Governments

Dated: _____

By _____
Jennifer Wood, Chairperson
Federal Tax Id. No. 69-0933834

"Kern COG"

APPROVED AS TO FORM:

Dated: _____

By _____
, City Attorney

APPROVED AS TO FORM:
Office of County Counsel on behalf of Kern COG

Dated: _____

By _____
, Deputy

City of _____ Geographic Information Systems Maintenance Agreement
Scope of Work
Exhibit "A"

Task Description	Hours	Cost (\$75/hr.)
1. Convert, correct and bring up-to-date a digital version of city's zoning, general plan, included outlying areas and integrate with neighboring county plan/zoning areas.	20	1500
2. Provide copies of available map data for the city and surrounding county including assessor parcel data, sphere of influence, recent and historic aerial imagery, and resource layers.	16	1200
3. Provide on-call mapping services and support for member agency needs	20	1500
4. Create an on-line repository for digital data	8	600
5. Training/Support	24	1800
6. Final Product delivered on CD ROM June 30, 20____ (\$40 supplies)	2	150
7. Supplies		50
Sub Total	90	6800
	-	
Totals	83	\$6800



XIII. TTAC

November 4, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Joseph Stramaglia,
Project Delivery Team Lead

SUBJECT: TTAC AGENDA ITEM: XIII
2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

DESCRIPTION:

The 2016 Regional Transportation Improvement Program (2016 RTIP) is a 5-year Program for Projects of Regional Significance.

DISCUSSION:

The California Transportation Commission (CTC) adopted its Fund Estimate and 2016 STIP Guidelines at the August 27, 2015 meeting. The adopted Fund Estimate reflects no new programming in the 5-year cycle beginning with 2016-17 through 2020-21. The 2016 RTIP Program of Projects is provided in Attachment A. No changes have been made to the draft Capital Improvement Program since September 16th. Kern COG staff is requesting a recommendation that the TPPC approve Attachment A. The draft submittal document for Attachment A is provided on the Kern COG RTIP website for information at <http://www.kerncog.org/regional-transportation-improvement-program>. The remaining adopted 2016 RTIP schedule is presented below:

<i>November 19, 2015</i>	<i>Kern COG to adopt 2016 RTIP Program of Projects</i>
<i>December 15, 2015</i>	<i>Regions submit RTIPs</i>
<i>February 19, 2016</i>	<i>CTC publishes staff recommendations</i>
<i>March 16-17, 2016</i>	<i>CTC adopts STIP</i>

Action: Recommend that the Transportation Planning Policy Committee approve Attachment A and direct staff to submit the 2016 RTIP document to Caltrans and the CTC.

Attachment A – Draft 2016 RTIP Capital Improvement Program
Attachment B – 2016 RTIP Background Information
Attachment C - Status of Current STIP Projects
Attachment D – Other Significant Transportation Investments in Kern County

ATTACHMENT B – 2016 RTIP BACKGROUND INFORMATION

BACKGROUND INFORMATION

Currently, Kern projects in the 2014 STIP include street and highway improvements on State Routes 14, 46, 58, 119 and two local streets in Ridgecrest and Tehachapi. Project status is summarized below:

STATUS OF PROJECTS OF REGIONAL SIGNIFICANCE IN 2014 STIP

RANK	PROJECT DESCRIPTION	PROGRAM PHASE	FY	STATUS
Board / 13	West Ridgecrest Blvd. Recon. & Widen	Construction	13-14	Constructed
Board / 61	Challenger Drive Extension	Construction	13-14	Constructed
Board / 14	SR 14 – Freeman Gulch Widening Phase 1	Pre-Construction	12-15	In Progress
		Construction	16-17	Not Started
Board / 14	SR 14 – Freeman Gulch Widening Phase 2	Pre-Construction	15-17	In Progress
		Construction	- - -	Not Yet Funded
Board / 60	SR 46 – Segment 4A Widening	Pre-Construction	12-13	In Progress
		Construction	16-17	Not Yet Started
5 / Board	SR 119 – Truck Climbing Lanes	Pre-Construction	12-15	In Progress
		Construction	15-16	Not Yet Started
Board	SR 58 Centennial Corridor	Pre-construction	12-15	In Progress
		Construction	17-18	Not Yet Started

Funding Shortfalls - Several projects have not advanced since 1998 because the state has fallen short in expected formula revenue streams. There are several projects in the Kern region were advanced to the environmental review phase in 1998 to create a new shelf of projects. Several of these projects were subsequently shelved because of revenue shortfall exceeding \$300 million in subsequent cycles. These projects include:

- ◆ State Route 184 Weedpatch Highway Widening – Shelved
- ◆ State Route 58 Dennison Road Interchange – Shelved
- ◆ State Route 46 Widening through Wasco – Shelved
- ◆ US 395 Widening through Ridgecrest – Shelved

Regional Adoption of 2014 Regional Transportation Improvement Program

On November 21, 2013, the KCOG Board of Directors approved its 2014 RTIP Program of Projects. The CTC Fund Estimate share for this cycle was proposed at \$ 32,269,000. Kern’s response was a request of in new programming totaling \$58.9 million in order to advance one project of regional significance in Kern County and one partnership project of regional significance in Inyo County. The KCOG staff recommendation included 1) \$49,000,000 of new RTIP funding for SR 58 Centennial Corridor with the remaining capacity going towards the partnership project Olancho Cartago Widening in Inyo County. Several other projects ready to advance in Kern County were not funded and subsequently delayed. The Kern region approved and requested \$49 million for SR 58 Centennial Corridor as part of the 2014 RTIP submittal but the Commission was only able to program \$29 million.

KCOG Project Selection Policy

In 1998, KCOG circulated a call for projects to the Cities and County of Kern and ranked 66 Projects of Regional Significance. This action was in response to the enactment of SB 45 which shifted 75% of formula highway revenue to regional control and 25% to state control. The KCOG RTIP Policy focused on regional equity inside and outside of the Metropolitan Bakersfield area and project readiness. The equity policy designates that 60% of State Transportation Improvement Program funds be available for projects inside Metropolitan Bakersfield Boundary (as modified by the policy). The remaining 40% of the State Transportation Improvement Program funding was for projects outside the Metropolitan Bakersfield boundary. The policy notes that funds can be flexible (moved inside and outside the designated boundary from year to year) as long as the “60/40” balance is maintained over the long-term. MOU programming is not part of the 60/40 assessment. Several of the other policy considerations are listed below.

- ◆ Once KCOG has committed to a project in the Regional Transportation Plan and Regional Transportation Improvement Program, it is KCOG’s policy to continue advancing the project that has completed one phase to the next phase when funding is available;
- ◆ Once KCOG has committed to a project in the Regional Transportation Plan and Regional Transportation Improvement Plan, it is KCOG’s policy to keep a project or phase of a project whole, when possible;
- ◆ KCOG leverages outside project dollars through partnerships with Caltrans (IIP), other Regions, Local contributions, regional commitments from other Counties, demonstration funds, or state bond funds;
- ◆ KCOG supports the equitable distribution of funding through the management of the Metro/Rural 60/40 programming split of State Transportation Improvement Program funding; and
- ◆ KCOG uses a ranked list of candidate Regional Transportation Improvement Program projects approved by the KCOG Board of Director’s in addition to other Board Actions to manage overall project priorities.

These policy considerations are taken into account by KCOG staff when developing the RTIP Program of Projects. The RTIP process is a continuum of project development from cycle to cycle because of the extensive cost, time and effort required to advance environmental review, design, rights-of-way, and construction phases. This region’s successfully delivered projects of regional significance have taken well over a decade to deliver from environmental review all the way through to construction.

Revenue Partnerships – Since 1998, the KCOG Board has partnered with Caltrans, Inyo County and Mono County as a way to leverage state highway funding along interregional focus routes 14, 46 and 58. The KCOG Board of Directors entered into Memorandums of Understanding (MOU) with Caltrans and the Counties of Inyo and Mono in order to combine Kern’s regional choice funding with State choice dollars to deliver projects along the State Route 14 / US 395 Corridor up into the Counties of Inyo and Mono.

The 1998 MOU committed the KCOG Board to assist with an Inyo County project, the Olancha Cartago widening project and a project in Mono County once it’s selected. As part of the 1998 MOU, Caltrans delivered the State Route 14 Mojave Widening project in Kern. The next KCOG project benefitting from this collaboration is the State Route 14 Freeman Gulch Widening project. Updates to the 3-County MOU with Inyo County, Mono County and Caltrans will be presented as a separate report as needed.

ATTACHMENT C – STATUS OF CURRENT STIP PROJECTS

State Route 14 – Freeman Gulch Widening Segment 1

Project Description and Location: Segment 1 is ready for construction. The project starts 1 mile south of State Route 178 East to 1.7 miles north of State Route 178 East for a total of 2.7 miles. The project will widen the divided highway from 2 to 4 lanes.

Purpose and Need: The project constitutes the principal access into the Inyo and Mono County recreation areas. The project will relieve congestion, separate oncoming traffic with a divided median, and break up traffic queues by providing major passing opportunities. This project is the first of three segments that will close the final 2-lane "gap" on Route 14 between Mojave and the junction with Route 395. Route 14 is an Interregional High Emphasis Focus Route.

Project Status: Project design is currently in progress with some preliminary rights-of-way work as well.

Current Revenue Needs: This MOU project is programmed with Inyo 10% RIP, Mono 10% RIP, Kern 40% RIP and Caltrans 40% IIP. This project is considered to be fully funded.

Current STIP Programming (\$ X 1,000)						
RTIP Cycle	Phase	FY	STIP	ITIP	Other	Total
	Environmental					
2008 RTIP	Engineering	12-13	\$1,000	\$1,000	\$500	\$2,500
2008 RTIP	Rights-of-Way	14-15	\$4,520	\$4,520	\$2,260	\$11,300
2012 RTIP	Construction	16-17	\$12,435	\$12,435	\$6,218	\$31,088
	Total		\$17,955	\$17,955	\$8,978	\$44,888



Legend ——— KER010103 — Highway City Limits

State Route 14 Widening (Segment 1)

State Route 14 – Freeman Gulch Widening Segment 2

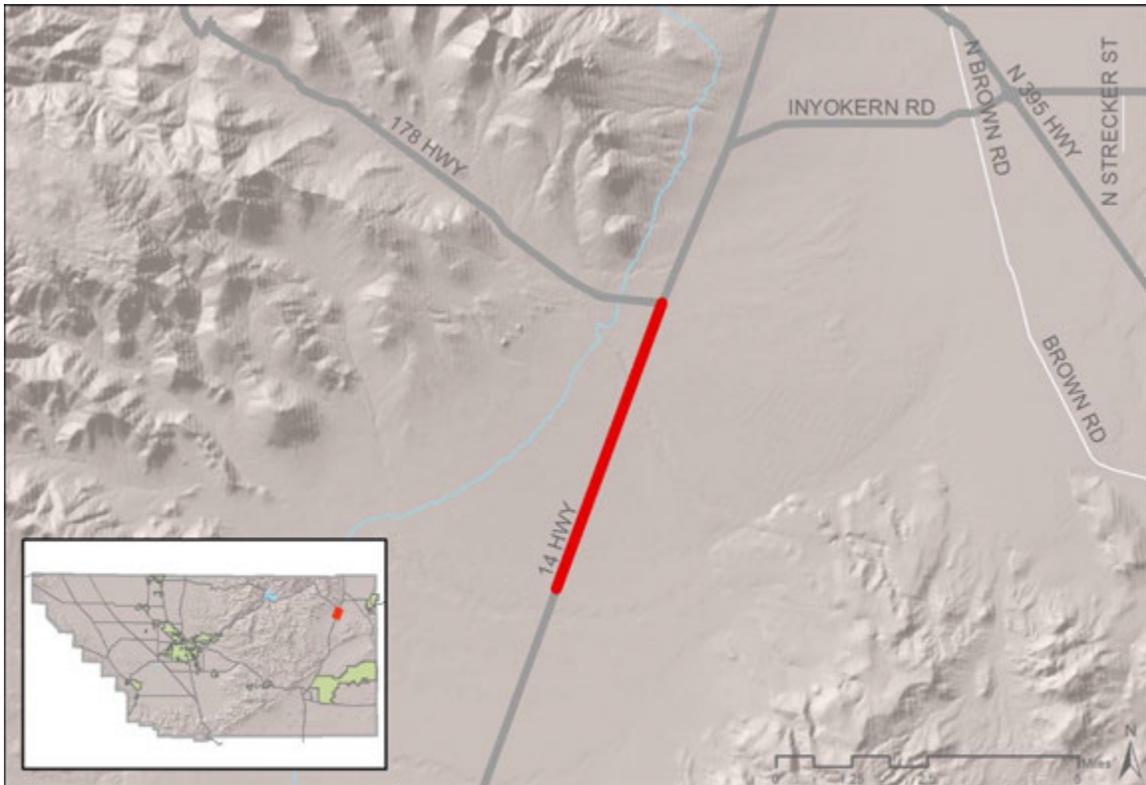
Project Location and Description: This project is the second of the three segments. The project is located from 4.8 miles south of Route 178 west to 0.5 mile north of Route 178 west to convert from a 2-lane conventional highway to a 4-lane expressway.

Purpose and Need: The project constitutes the principal access into the Inyo and Mono County recreation areas. The project will relieve congestion, separate oncoming traffic with a divided median, and break up traffic queues by providing major passing opportunities. This project is the second of three segments that will close the final 2-lane "gap" on Route 14 between Mojave and the junction with Route 395. Route 14 is an Interregional High Emphasis Focus Route.

Project Status: This project is in the design phase. Construction is not yet programmed.

Current Revenue Needs: Segment 2 was programmed for PS&E and RW using RIP from Inyo and Mono Counties only with proposed ITIP revenue. This is considered a "loan" and Kern COG will need to restore its 40% share from a future county share cycle. **Future Cost Estimate: \$42 M.**

Current STIP Programming (\$ X 1,000)						
RTIP Cycle	Phase	FY	STIP	ITIP	Other	Total
	Environmental					
2012 RTIP	Engineering	15-16		\$1,300	\$1,950	\$3,250
2012 RTIP	Rights-of-Way	16-17		\$3,044	\$4,566	\$7,610
	Construction					
	Total			\$4,344	\$6,516	\$10,860



Legend — KER120105 Highway City Limits

State Route 14 Widening (Segment 2)

State Route 46 – Widening Segment 4A

Project Location and Description: In and near Lost Hills, from Lost Hills Road to 0.9 mile east of I-5. Widen from 2 to 4 lanes.						
Purpose and Need: The purpose of this project is to improve traffic operations, improve traffic safety, and correct any deficiencies in the existing roadway in order to meet all current design standards for a four-lane conventional highway.						
Project Status: This project currently is completing the design and rights-of-way phases.						
Current Revenue Needs: The construction phase includes several funding sources. STIP funding of \$4,100,000 includes construction capital and support costs. \$22,362,000 is estimated as available for construction capital and \$400,000 in ITIP will be used for remaining design work. There is a need for RIP funding to be state cash in order to match demonstration funding. Revenue estimates below are based on the June 2015 STIP amendment to move “RIP” into 2016-17 for design and construction.						
Current STIP Programming (\$ X 1,000)						
RTIP Cycle	Phase	FY	STIP	ITIP	DEMO	Total
2016	Design	16-17		400		\$400
2016	Construction	16-17	3,500	0	22,362	\$26,462
	Total		\$3,500	400		\$26,862



ATTACHMENT C – STATUS OF CURRENT STIP PROJECTS

State Route 58 – Centennial Corridor Connector

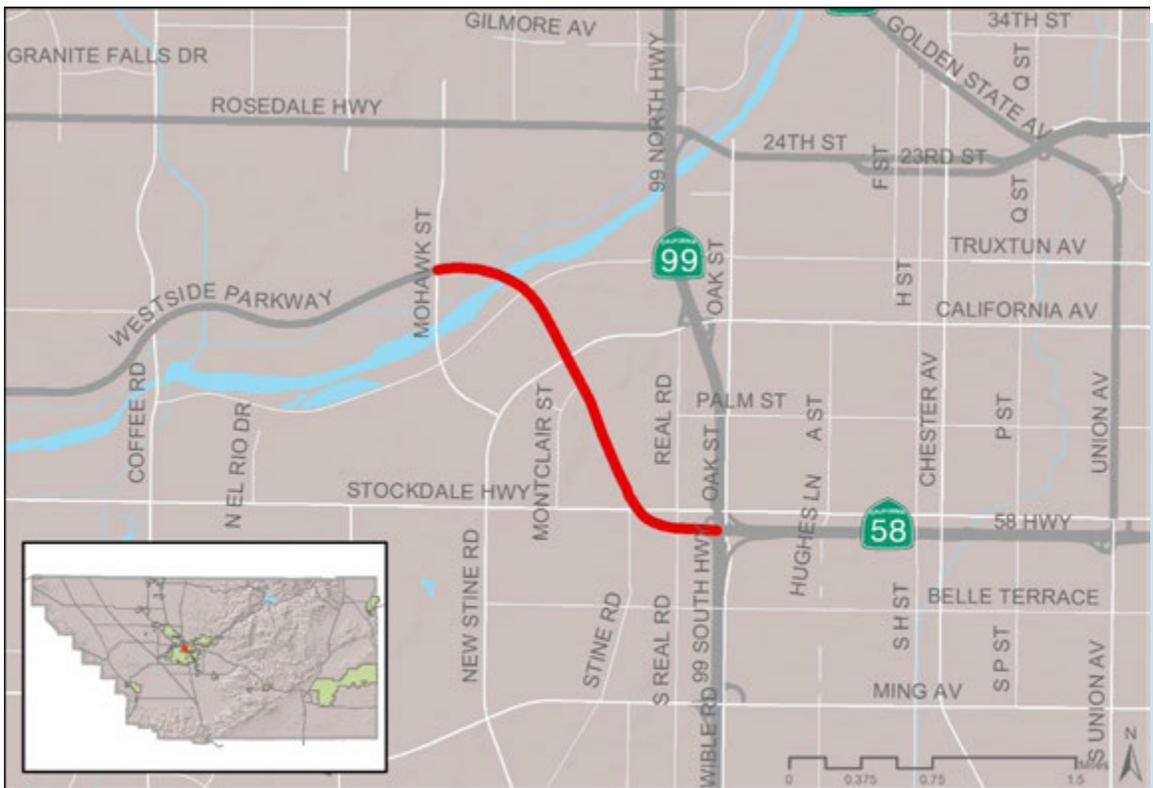
Project Location and Description: This new alignment of State Route (SR) 58 begins at Interstate 5 (PM T31.7) and ends east of Cottonwood Road (PM R55.4) in and near the City of Bakersfield. This project consists of a new freeway alignment from the east terminus of Westside Parkway to SR 99 and operational improvements on the existing SR 58 from SR 99 to east of Cottonwood Road.

Purpose and Need: This project is to construct and ultimately adopt an alignment for SR 58 that will provide interregional and regional conductivity for east-west traffic traveling within metropolitan Bakersfield and Kern County, provide continuity for SR 58 in Kern County, promote economic growth and international/interregional trade by improving linkage between existing segments of the interstate system, reduce commercial and regional commute time through a major freight corridor, improve local east-west circulation and reduce congestion.

Project Status: This project currently is completing the environmental review phase.

Current Revenue Needs: The construction phase includes several funding sources. STIP funding will offset the need for \$173,209,000 in local revenue. \$97,889,932 of the \$271,599,000 is federal earmark.

Current STIP Programming (\$ X 1,000)						
RTIP Cycle	Phase	FY	STIP	ITIP	Other	Total
2014	Construction	17-18	\$33,001		\$271,599	\$304,600
	Total		\$33,001		\$271,599	\$304,600

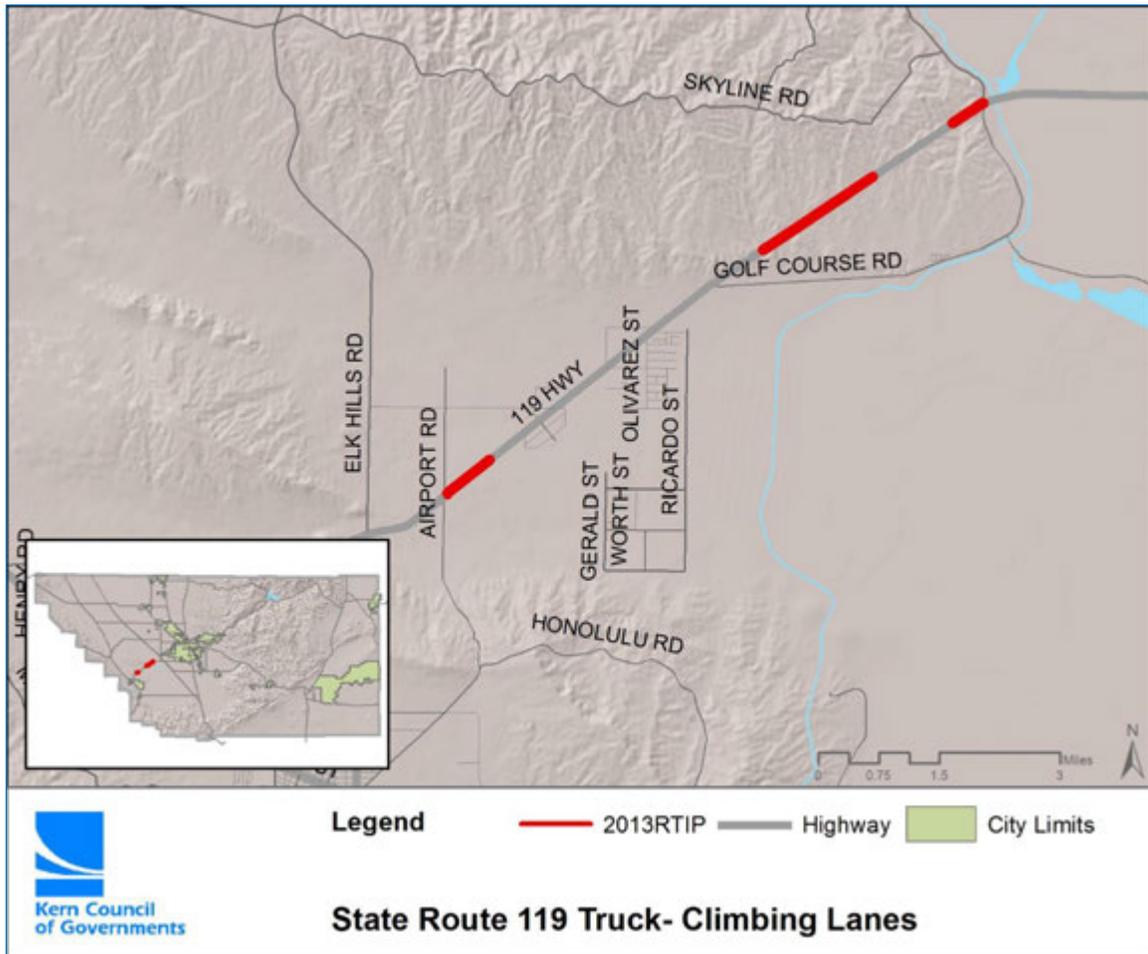


Legend — KER050104 — Highway City Limits

State Route 58 Centennial Corridor Connector

State Route 119 Truck Climbing Lanes

Project Location and Description: Near Taft, from Cherry Avenue to Tupman Road. Construct eastbound and westbound truck-climbing lanes.						
Purpose and Need: Segments of Route 119 within the project limits are currently operating at a Level of Service (LOS) D and E. Segment 1, from post-mile 5.5 to R9.1, and segment 2, from post-mile R9.1 to R11.6 are currently operating at LOS E.						
Project Status: Project Report in revision to modify project scope from bypass to passing lanes. Design and construction to follow. Rights-of-way to be amended to separate into construction.						
Current Revenue Needs: Initial estimates were considered sufficient. However, additional revenue may be needed for environmental mitigation. A portion of ROW programmed is expected to finance construction. Although not yet delivered this project is expected to start construction this year.						
Current STIP Programming (\$ X 1,000)						
RTIP Cycle	Phase	FY	STIP	ITIP	Other	Total
	Environmental					
	Engineering	12-13	\$400			\$400
2012	Rights-of-Way	14-15	\$5,205			\$5,205
	Construction					
	Total		\$5,605			\$5,605



ATTACHMENT D – OTHER SIGNIFICANT TRANSPORTATION INVESTMENTS IN KERN COUNTY

Agency: City of Arvin				
Arvin - SR 223 from Old River Road to Vineland Road - Widen shoulders & install rumble strips	SHOPP	2013-14	\$3,652,000	Completed
Arvin – Bear Mountain Blvd (SR 223) Derby St. – Install traffic signals, railroad crossings, upgrade install new pavement, striping and pavement markers	SHOPP	2016-17	\$965,000	Construction to begin by 2017
Arvin – SR 223/184 construct traffic roundabout	CMAQ	2015-16	\$1,500,000	Construction to begin by 2016
Arvin – Roadway Reconstruction on Varsity Ave. from Comanche Dr. to Campus Dr.	RSTP	2015-16	\$562,698	Construction to begin by 2016

Agency: City of California City				
California City - SR 14 Widen and construct interchange at California City Blvd.	STIP	2005-06	\$62,000,000	Completed
California City - Redwood Blvd./Hacienda Blvd; reconfigure intersection; curb, gutter, raised medians, upgrade signs, striping and pavement markings	HSIP	2013-14	\$411,300	Completed
Boron Area – SR 58 West of Boron Overcrossing to SBDNO County Line – Pavement Rehabilitation	SHOPP	2014-15	\$5,175,000	Construction to begin by 2015
California City - California City Blvd. from Baron Blvd to Wonder Ave. – install safety roadway elements; reflectors, rumble strips, new striping and surface coating	HSIP	2015-16	\$378,700	Construction to begin by 2016
California City – Hacienda Blvd. - Street Rehabilitation	RSTP	2014-15	\$381,698	Construction to begin by 2015
California City – Hacienda Blvd. - Street Reconstruction	RSTP	2015-16	\$317,496	Construction to begin by 2016

Agency: City of Delano				
Delano - SR 155 at Browning Road – Construct Roundabout	SHOPP	2016-17	\$2,962,000	Construction to begin by 2017
Delano - Cecil Ave. / Albany St.; Albany St./15 th Ave.; Albany St./14 th Ave.; Albany St./13 th Ave.; SR 155 (Garces Hwy.)/Austin St.; SR 155/Belmont St.; SR 155/Dover St.; Construct raised crosswalk, bulb-outs, curb ramps; install signs and striping	SRTS	2014-15	\$393,600	Construction to begin by 2015.
Delano – Cecil Ave. at Albany St. upgrade traffic signal and install left-turn phasing	HSIP	2015-16	\$265,600	Construction to begin by 2016
Delano – High St. Resurfacing, Reconstruction and Rehabilitation	RSTP	2015-16	\$678,099	Construction to begin by 2016
Delano – Ellington St. Resurfacing, Reconstruction and Rehabilitation	RSTP	2015-16	\$336,648	Construction to begin by 2016
Delano – Fremont St. Resurfacing, Reconstruction and Rehabilitation	RSTP	2015-16	\$336,241	Construction to begin by 2016

Agency: City of Maricopa				
Maricopa - SR 166 west Of San Emigdio Creek Bridge To Route 166/99 Separation Asphalt Concrete Overlay	SHOPP	2009-10	\$15,900,000	Completed

Agency: City of McFarland

ATTACHMENT D – OTHER SIGNIFICANT TRANSPORTATION INVESTMENTS IN KERN COUNTY

McFarland - SR 99 / 178 Kern Avenue & Sunny Lane Pedestrian Crossings ADA Compliance Upgrades	SHOPP	2015-16	\$12,100,000	Construction to begin by 2015
Near McFarland - SR 99 from Beardsley Canal Bridge To Route 46/99 Separation - Replace Pavement	SHOPP	2010-11	\$88,000,000	Completed
Near McFarland – SR 99 South Of Sherwood Ave to south Of Whisler Road – Construct Rumble Strip	SHOPP	2013-14	\$1,444,000	Completed
McFarland - On Perkins Avenue, Browning Avenue, Kern Avenue, construct sidewalk and curb ramps	SRTS	2012-13	\$286,750	Completed

Agency: City of Ridgecrest

Ridgecrest - SR 178 from China Lake Blvd To Gemstone Street - Reconstruct Center Median With Raised Center Median	SHOPP	2014-15	\$2,020,000	Under Construction
Near Ridgecrest – SR 178 Red Rock Canyon Bridge #50-0178. Replace bridge	SHOPP	2013-14	\$14,450,000	Completed
Near Ridgecrest - SR 178/395 Sep to Richmond Rd. Asphalt Overlay	SHOPP	2012-13	\$3,265,000	Completed
Johannesburg – U.S. 395 from County line to SR 178 – Pavement Rehabilitation	SHOPP	2014-15	\$8,400,000	Construction to begin by 2015
Ridgecrest - China Lake Blvd/Upjohn Ave; China Lake Blvd. - install traffic signals and curb ramps	HSIP	2013-14	\$361,000	Construction to begin by 2014.
Ridgecrest - China Lake Blvd/Bowman Rd; install traffic signals; construct curb ramps, curb and gutter	HSIP	2014-15	\$440,000	Construction to begin by 2015.
Ridgecrest - Drummond Ave between Downs St and Inyo St; Widen roadway; improve alignment	HSIP	2015-16	\$293,000	Construction to begin by 2016
Ridgecrest - Seven (7) intersections); upgrade traffic signals	HSIP	2014-15	\$426,000	Construction to begin by 2015
Ridgecrest - Twelve (12) intersection (on Norma St, Downs St, Richmond Rd); install signs and pavement markings	HSIP	2014-15	\$528,000	Construction to begin by 2015
Ridgecrest - at various locations; Construct sidewalks, curb ramps, and a bus turnout; install crosswalks, speed feedback signs, and bike lane signs and pavement markings	SRTS	2015-16	\$583,400	Construction to begin by 2016
Ridgecrest – S. China Lake Blvd. Resurfacing	RSTP	2014-15	\$664,744	Construction to begin by 2015

Agency: City of Shafter

SR 43 in the cities of Shafter and Wasco, at various intersections. Construct pedestrian curb ramps.	SHOPP	2015-16	\$1,206,000	Construction to begin by 2016
SR 43 from 0.3 Mile North Of Los Angeles St To SR 46 - Place Rubberized Hot Mix Asphalt	SHOPP	2010-11	\$13,145,000	Completed
Shafter – Tulare Ave. Resurfacing, Rehabilitation and Reconstruction	RSTP	2014-16	\$482,581	Construction to begin by 2015

Agency: City of Taft

ATTACHMENT D – OTHER SIGNIFICANT TRANSPORTATION INVESTMENTS IN KERN COUNTY

Taft - SR 119 0.2 Miles East Of Weed Creek And 0.3 Miles West Of Lakeview Wash Bridge Widen Shoulders And Overlay	SHOPP	2011-12	\$3,564,000	Completed
Taft - Various locations - Construct curb ramps; install speed feedback signs, in-pavement crosswalk lights, striping and pavement markings	SRTS	2014-15	\$457,400	Construction to begin by 2015
Taft - SR 119 from 119/33 to 119/5 Sep. Br. Maintenance Asphalt Overlay	SHOPP	2012-13	\$1,460,000	Completed
Taft – Church St. Rehabilitation	RSTP	2015-16	\$224,524	Construction to begin by 2016

Agency: City of Tehachapi

Near Tehachapi, at Sand Canyon Road Bridge No. 50-0345R. Replace bridge	SHOPP	2014-15	\$3,114,000	Construction to begin by 2015
Tehachapi - SR 58 Near Tehachapi At Summit Overhead Replace Bridge Rails and widen intersection	SHOPP	2014/18	\$2,125,000	Construction to begin by 2015
Tehachapi – SR 58 at Cache Creek Bridge – Bridge Replacement	SHOPP	2017-18	\$13,768,000	Construction to begin by 2017
Tehachapi – SR 58 at Broom Road intersection improvements	Minor	2014-15	\$2,914,000	Under Construction
Tehachapi – Tehachapi Blvd. from Steuber Rd. to Monolith St. – install traffic signals, striping, signs, sidewalks, gutters, curbing and ramps and new pavement	HSIP	2016-17	\$1,390,000	Construction to begin by 2017
Golden Hills – On Madre St., Park Rd., Golden Hills Blvd. – construct sidewalks, curb, gutter and ramps	SRTS	2014-15	\$213,000	Construction to begin by 2015
Tehachapi – Tehachapi Blvd. Rehabilitation	RSTP	2015-16	\$355,937	Construction to begin by 2016

Agency: City of Wasco

Near Wasco - SR 46 at SR 99 Separation Bridge No. 50-0184E. Replace bridge	SHOPP	2015-16	\$21,977,000	Construction to begin by 2016
Wasco and Shafter - SR 43 at various intersections - Construct pedestrian curb ramps	SHOPP	2015-16	\$1,206,000	Construction to begin by 2016
Wasco – 7 th St. Reconstruction	RSTP	2015-16	\$640,928	Construction to begin by 2016

Glossary of Terms:

- ATP** “Active Transportation Program”
- HSIP** “Highway Safety Improvement Program”
- SRTS** “Safe Routes to School” Program
- SHOPP** “State Highway Operations and Protection Program”



XIV. TTAC

November 4, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Joseph Stramaglia,
Project Delivery Team Lead

SUBJECT: TTAC AGENDA ITEM: XIV
2018 REGIONAL TRANSPORTATION PLAN – ADMINISTRATIVE DRAFT TABLE 5.1 CAPITAL
IMPROVEMENT PROGRAM

DESCRIPTION:

The 2018 Regional Transportation Plan update has been initiated by Kern COG and the Capital Improvement Program of financially constrained projects is an integral element of this update.

DISCUSSION:

Development of the 2018 Regional Transportation Plan (RTP) has been initiated by Kern COG and an Administrative Draft of Table 5.1 is provided in Attachment "A" for technical review by member agencies. Table 5.1 is a financially constrained listing of multi-modal projects anticipated to move forward from the 2014 into the 2018 RTP. Of particular interest to Kern COG staff are the projects of regional significance as they are reflected in the transportation network used to model air quality conformity impacts. These are the highway and major arterial projects that add capacity to the highway and roadway system throughout Kern County. The administrative draft Capital Improvement Program will be subject to revisions prior to preparation of the final 2018 Regional Transportation Plan document. Comments are welcome and requested throughout this process.

Generally, there will be a reduction of programming in the first planning group list from 2018 through 2025 as a result of several projects scheduled to advance to construction from the current list found in the 2014 RTP. Kern COG staff will review changes to this administrative draft Capital Improvement Program in conjunction with the review of the regional transportation modeling update which is currently in process. If locally funded projects of regional significance are identified by local agencies, the project information would be added to the financially constrained list of projects and revenue projections will be appropriately updated.

This information will be shared with the Transportation Technical Advisory Committee and the Board of Directors over the next four months. Kern COG staff will circulate this item in November as an Administrative Draft, in January as a Draft, and in February as a Final project list with a request for action to forward the list to Kern COG staff for use in the preparation of the 2018 RTP, conformity and environmental documentation.

Action: Information.

Enclosure: Attachment "A" – Table 5.1 – Constrained Capital Improvement Program

ATTACHMENT "A"

November 4, 2015
 TTAC – 2018 RTP
 Page 2

TABLE 5.1 - Constrained Capital Improvement Program

2018 through 2040 - Transit & Other				
Project	Location	Scope	YOE Cost	
Vanpool	Countywide	Vanpools - build and maintain fleet of 500 Vans by 2040	48,000,000	
Park and Ride	Various	Park and Ride Lots (1,500 spaces)	6,000,000	
Bus Service	Metro Bkd	Full size natural gas buses	232,500,000	
		Full size natural gas buses - 120 replacement buses		
		Full size natural gas buses - Fixed Routes - 130 new buses		
		Full size natural gas buses - Bus Rapid Transit - 24 new buses		
		Full size natural gas buses - Express Service - 36 new buses		
Bus Service	Countywide	Full, midsize and mini-van size natural gas buses	34,700,000	
		Full size natural gas buses - Express Service - 10 new buses		
		Midsize natural gas buses - 120 replacement buses		
		Midsize natural gas buses - 120 new buses		
		Mini van / buses - 45 replacement buses		
Bus Service	Metro Bkd	2 Transit Maintenance Stations	60,000,000	
Bus Service	Metro Bkfd	3 transfer stations	15,000,000	
ITS	Countywide	ITS related improvements / upgrades	3,000,000	
Aviation	Countywide	Capital, Maintenance and Operational Improvements	48,000,000	
Passenger Rail	Rosamond	Metrolink extension - Palmdale/Lancaster to Rosamond	112,000,000	
Passenger Rail	Bakersfield	Amtrak Station - Phase II	13,000,000	
Passenger Rail	Bakersfield	High Speed Rail Station - Bakersfield	50,000,000	
Passenger Rail	Region	High Speed Rail Alignment and Facilities Fresno to Bakersfield	1,000,000,000	
Passenger Rail	Shafter/Wasco	High Speed Rail Heavy Maintenance Facility	450,000,000	
		Sub-total	\$2,072,200,000	

2018 through 2040 - Highway Operational Improvements

Project	Location	Scope	YOE Cost	
HOV Lanes	Bakersfield	Various State Routes - HOV lanes	149,000,000	
		Westside Parkway - Heath Road and Stockdale Highway to SR 58 at Fairfax		
		State Route 178 - Existing west freeway terminus to Oswell Street		
HOV Ramps	Bakersfield	Install HOV Ramps and metering improvements at various locations	148,000,000	
		SR 99 Interchange at Snow Road - HOV Ramp Metering		
		SR 99 Interchange at Olive Drive - HOV Ramp Metering		
		SR 99 Interchange at Rosedale Hwy - HOV Ramp Metering		
		SR 99 Interchange at California Ave - HOV Ramp Metering		
		SR 99 Interchange at Ming Ave- HOV Ramp Metering		
		SR 99 Interchange at White Lane- HOV Ramp Metering		

ATTACHMENT "A"

November 4, 2015
 TTAC – 2018 RTP
 Page 3

TABLE 5.1 - Constrained Capital Improvement Program Continued
2018 through 2040 - Highway Operational Improvements (Continued)

Project	Location	Scope	YOE Cost	
		SR 99 Interchange at Panama Lane- HOV Ramp Metering		
		SR 99 Interchange at SR 119 - HOV Ramp Metering		
		SR 58 Interchange at Oak Street - HOV Ramp Metering		
		SR 58 Interchange at H-Chester Ave - HOV Ramp Metering		
		SR 58 Interchange at Union Street - HOV Ramp Metering		
		SR 58 Interchange at Cottonwood Road - HOV Ramp Metering		
		SR 58 Interchange at Mount Vernon - HOV Ramp Metering		
		SR 58 Interchange at Oswell Street - HOV Ramp Metering		
		SR 58 Interchange at Fairfax Road - HOV Ramp Metering		
		SR 58 Interchange at Weedpatch Hwy - HOV Ramp Metering		
		SR 178 Interchange at SR 204 - HOV Ramp Metering		
		SR 178 Interchange at Beale Avenue - HOV Ramp Metering		
		SR 178 Interchange at Haley Street - HOV Ramp Metering		
		SR 178 Interchange at Mount Vernon Street - HOV Ramp Metering		
		SR 178 Interchange at Oswell Street - HOV Ramp Metering		
		SR 178 Interchange at Fairfax Road - HOV Ramp Metering		
		SR 178 Interchange at Morning Drive - HOV Ramp Metering		
		West Beltway Interchange at 7th Standard Road - HOV Ramp Metering		
		West Beltway Interchange at Olive Drive - HOV Ramp Metering		
		West Beltway Interchange at Rosedale Hwy - HOV Ramp Metering		
		West Beltway Interchange at Stockdale Hwy - HOV Ramp Metering		
		West Beltway Interchange at Ming Avenue - HOV Ramp Metering		
		West Beltway Interchange at White Lane - HOV Ramp Metering		
		West Beltway Interchange at SR 119 - HOV Ramp Metering		
Sub-total			\$297,000,000	

*the Passenger Rail Program is partially funded through the High Speed Rail Authority and is provided as information. The funding summary includes a portion of \$5 billion of the constrained revenue estimates for work expected between Fresno County and Kern County. The constrained amount of \$1.5 Billion is for work in the Kern region. The remaining \$13 billion is unconstrained for work in the Kern Region and is reflected in Table 4.2. \$26 Billion is the current cost estimate.

ATTACHMENT "A"

November 4, 2015
 TTAC – 2018 RTP
 Page 4

TABLE 5.1 - Constrained Capital Improvement Program Continued				
2018 through 2040 - Non-motorized				
Project	Location	Scope	YOE Cost	
Various locations	Countywide	Construct Class I, II or Class III Bike Path; striping; signage	\$85,500,000	
	Arvin	Main Street from Panama Road to Di Giorgio Road- 1 Mile - Class II		
	Arvin	E Bear Mountain Blvd from S Comanche Drive to Weedpatch Hwy - 4.1 miles		
Bakersfield	Incorporated	Baker Street from Bernard Street to California Avenue - 1.57 miles - Class II		
Bakersfield	Incorporated	Potomac Avenue from S. King Street to Monticello Avenue - 0.82 miles - Class II		
Bakersfield	Incorporated	River Bike Trail Connection from Kern River Parkway to Elm Street - 0.26 miles - Class I		
Bakersfield	Incorporated	Baker Street from California Avenue to S. King Street - 0.35 miles - Class III		
Bakersfield	Incorporated	E. Pacheco Road from Hughes Lane to Cottonwood Road - 2.52 miles - Class III		
Bakersfield	Incorporated	Belle Terrace from Stine Road to Madison Street - 3.04 miles - Class II		
Bakersfield	Incorporated	Pin Oak Boulevard from Bear Creek Road to District Boulevard - 1.14 miles - Class III		
Bakersfield	Incorporated	Ewoldsen Class III Route from Oak Grove Street to N. Half Moon Drive - 1.43 miles - Class III		
Bakersfield	Incorporated	Harris Road from Ashe Road to Akers Road - 1.51 miles - Class III		
Bakersfield	Incorporated	Harris Road from Ashe Road to Wible Road - 0.5 miles - Class II		
Bakersfield	Incorporated	Hughes Lane from Ming Ave to E. Pacheco Road - 1.5 miles - Class II		
Bakersfield	Incorporated	Harris Road from S. Allen Road to Ashe Road - 4.08 miles - Class II		
Bakersfield	Incorporated	Haley Street from Panorama Drive to Columbus Street - 0.87 miles - Class II		
Bakersfield	Incorporated	E. Pacheco Road from Gasoline Alley to Monitor Street - 1.33 miles - Class II		
Bakersfield	Incorporated	Akers Road from Wilson Rd to McKee - 3.99 miles - Class II		
Bakersfield	Incorporated	Arvin-Edison Canal Path from Stockdale Highway to Cottonwood Road - 9.54 miles - Class I		
Bakersfield	Incorporated	17th Street from A Street to Truxtun Avenue - 1.26 miles - Class III		
Bakersfield	Incorporated	M Street from 30th Street to 17th Street - 0.85 miles - Class II		
Bakersfield	Incorporated	Sillect Avenue from Buck Owens Boulevard to Kern River Parkway - 1.33 miles - Class II		
Bakersfield	Incorporated	H Street Canal Path from Railroad Bridge to Highway 99 - 7.97 miles - Class I		
Bakersfield	Incorporated	Friant-Kern Canal from Seventh Standard Road to Kern River - 6.1 miles - Class I		
Bakersfield	Incorporated	Beale Avenue from Grace Street to 21st Street - 1 mile - Class II		
Bakersfield	Incorporated	Q Street from Columbus Street to Highway 178 - 1.12 miles - Class II		
Bakersfield	Incorporated	Haggin Oaks Blvd from Camino Media to Limoges Way - 0.74 miles - Class III		
Bakersfield	Incorporated	Kentucky Street from Alta Vista Drive to Mt. Vernon Avenue - 1.81 miles - Class II		
Bakersfield	Incorporated	Flower Street from Alta Vista Drive to Owens Street - 0.64 miles - Class III		
Bakersfield	Incorporated	S, King Street from California Avenue to Brundage Lane - 1 mile - Class III		

ATTACHMENT "A"

November 4, 2015
 TTAC – 2018 RTP
 Page 5

TABLE 5.1 - Constrained Capital Improvement Program Continued				
2018 through 2040 - Non-motorized				
Project	Location	Scope	YOE Cost	
Bakersfield	Incorporated	4th Street from Union Avenue to City Limits - 1.25 miles - Class III		
Bakersfield	Incorporated	Watts Drive from Cottonwood Road to Madison Street - 0.5 miles - Class III		
Bakersfield	Incorporated	Brundage Lane from Union Avenue to Oswell Street - 5.08 miles - Class III		
Bakersfield	Incorporated	Niles Street from Alta Vista Drive to Virginia Street - 1.28 miles - Class II		
Bakersfield	Incorporated	Bernard Street from Chester Avenue to Mt. Vernon Avenue - 2.95 miles - Class II		
Bakersfield	Incorporated	Berkshire Road from Stine Road to Santana Sun Drive - 1.5 miles - Class III		
Bakersfield	Incorporated	21st Street from King Street to Washington Street - 0.89 miles - Class II		
Bakersfield	Incorporated	178 Overcrossing from Height Street to Mirador Drive - 0.1 miles - Class I		
Bakersfield	Incorporated	Laurelglen Boulevard from Pin Oak Park Boulevard to Gosford Road - 0.48 miles - Class III		
Bakersfield	Incorporated	Mountain Oak - McInnes Rt from Park Path to McInnes - Westw old Path - 0.59 miles - Class III		
Bakersfield	Incorporated	22nd Street from Elm Street to F Street - 0.72 miles - Class III		
Bakersfield	Incorporated	Christmas Tree Lane from Mt Vernon Avenue to Panorama Drive - 1.65 miles - Class III		
Bakersfield	Incorporated	Madison Street from Belle Terrace to White Ln - 1 mile - Class II		
Bakersfield	Incorporated	Park Path from Mountain Oak Road to Broad Oak Avenue - 0.19 miles - Class I		
Bakersfield	Incorporated	Wible Road from Planz Road to Taft Highway - 4 miles - Class II		
Bakersfield	Incorporated	Pacific Street from Union Avenue to Alta Vista Drive - 0.36 miles - Class III		
Bakersfield	Incorporated	Chinon - Limoges Route from McInnes Boulevard to Haggin Oaks Boulevard - 0.37 miles - Class III		
Bakersfield	Incorporated	Maywood - Charger Route from Oswell Street to Piper Way - 1.85 miles - Class III		
Bakersfield	Incorporated	McInnes - Westw old Path from McInnes Boulevard to Westw old Drive - 0.08 miles - Class I		
Bakersfield	Incorporated	Riverlakes Drive from Olive Drive to Coffee Road - 1.57 miles - Class II		
Bakersfield	Incorporated	Stine Road from Panama Lane to Taft Highway - 2 miles - Class II		
Bakersfield	Incorporated	Noriega Road from Renfro Rd to Calloway Drive - 2.01 miles - Class II		
Bakersfield	Incorporated	Marella Class III from Garnsey Avenue to Montclair Street - 0.55 miles - Class III		
Bakersfield	Incorporated	Marella Way from California Avenue to Montclair Street - 1 mile - Class III		
Bakersfield	Incorporated	Hosking Avenue from Wible Rd to Cottonwood Road - 3.03 miles - Class II		
Bakersfield	Incorporated	P Street from Brundage Lane to Belle Terrace - 0.5 miles - Class II		
Bakersfield	Incorporated	Sundale Avenue from La Puente Drive to New Stine Road - 0.91 miles - Class III		
Bakersfield	Incorporated	Palm Street from Real Road to P Street - 1.79 miles - Class III		
Bakersfield	Incorporated	Verdugo Lane from Olive Drive to Haganan Road - 1.22 miles - Class II		
Bakersfield	Incorporated	A St/Hughes Ln from California Ave to Terrace Way - 1.26 miles - Class II		
Bakersfield	Incorporated	Raider Drive from Planz Road to Merrimac Avenue - 0.25 miles - Class III		
Bakersfield	Incorporated	University Avenue from Haley Street to River Boulevard - 0.58 miles - Class III		
Bakersfield	Incorporated	Quailwood - Quailridge from Truxtun Avenue to Stockdale Highway - 1.02 miles - Class III		

ATTACHMENT "A"

November 4, 2015
 TTAC – 2018 RTP
 Page 6

TABLE 5.1 - Constrained Capital Improvement Program Continued

2018 through 2040 - Non-motorized				
Project	Location	Scope	YOE Cost	
Bakersfield	Incorporated	School House Road from Ming Ave to Ashe Road - 1.33 miles - Class III		
Bakersfield	Incorporated	18th St - 19th St Route from 21st Street to 17th Street - 1.01 miles - Class III		
Bakersfield	Incorporated	Calloway Drive from Snow Road to Norris Road - 0.5 miles - Class II		
Bakersfield	Incorporated	Panama Lane from H Street to Cottonwood Road - 2.03 miles - Class II		
Bakersfield	Incorporated	Broad Oak - Oak Grove Rt from Park Path to Westwood Drive - 0.2 miles - Class III		
Bakersfield	Incorporated	Ridge Oak Drive from Rose Petal Street to Mountain Oak Road - 0.42 miles - Class III		
Bakersfield	Incorporated	Harris Rd-Gasoline Alley from Wible Road to Pacheco Road - 0.7 miles - Class III		
Bakersfield	Incorporated	White Lane from Dovewood Street to Hughes Lane - 1.22 miles - Class III		
Bakersfield	Incorporated	Morning Drive from Auburn Street to Willis Avenue - 1.38 miles - Class II		
Bakersfield	Incorporated	Snow Road from Allen Road to Verdugo Lane - 1.5 miles - Class II		
Bakersfield	Incorporated	Clay Patrick Farr Way from Hageman Road to Granite Falls Dr - 0.83 miles - Class II		
Bakersfield	Incorporated	Buena Vista Canal Path from Ming Ave to Taft Hwy - 8.29 miles - Class I		
Bakersfield	Incorporated	Merrimac Avenue from Raider Drive to Monitor Street - 0.06 miles - Class III		
Bakersfield	Incorporated	Monitor Street from Merrimac Avenue to White Lane - 0.25 miles - Class III		
Bakersfield	Incorporated	Spring Creek Loop from Wilderness Drive to Reliance Drive - 1.03 miles - Class III		
Bakersfield	Incorporated	Mountain Vista Drive from Grand Lakes Avenue to Berkshire Road - 2.73 miles - Class III		
Bakersfield	Incorporated	Half Moon Drive from Ashe Rd to Ashe Rd - 1.15 miles - Class II		
Bakersfield	Incorporated	Bakersfield Commons Conn. from Coffee Road to Friant-Kern Canal - 0.44 miles - Class I		
Bakersfield	Incorporated	Madison Street from Brundage Lane to Belle Terrace - 0.49 miles - Class III		
Bakersfield	Incorporated	Jewetta Avenue from Palm Avenue to Brimhall Road - 0.5 miles - Class III		
Bakersfield	Incorporated	University Avenue from Columbus Street to Panorama Drive - 0.68 miles - Class II		
Bakersfield	Incorporated	Coffee Road Path Widening from Truxtun Avenue to Kern River Parkway - 0.06 miles - Class I		
Bakersfield	Incorporated	Gosford Road from Harris Road to Taft Highway - 2.5 miles - Class II		
Bakersfield	Incorporated	Comanche Drive from City Limit to Highway 178 - 0.16 miles - Class III		
Bakersfield	Incorporated	Campus Park from Buena Vista Road to Old River Road - 1.06 miles - Class III		
Bakersfield	Incorporated	Patton Way from Weldon Avenue to Hageman Road - 0.28 miles - Class II		
Bakersfield	Incorporated	Morning Drive from Paladino Drive to Morningstar Avenue - 0.8 miles - Class II		
Bakersfield	Incorporated	Auburn Street from Morning Drive to Fairfax Road - 0.92 miles - Class II		
Bakersfield	Incorporated	Highway 178 from City Limits to Masterson Street - 6.6 miles - Class III		
Bakersfield	Incorporated	Allen Road from Ming Avenue to White Lane - 1.52 miles - Class II		
Bakersfield	Incorporated	Olive Drive from Santa Fe Way to Allen Road - 1.52 miles - Class II		
Bakersfield	Incorporated	Claymore Extension from Eissler Street to Piper Way - 0.11 miles - Class I		
Bakersfield	Incorporated	Paladino Drive from Rivani Drive to Grand Canyon Drive - 1.87 miles - Class II		

ATTACHMENT "A"

November 4, 2015
 TTAC – 2018 RTP
 Page 7

TABLE 5.1 - Constrained Capital Improvement Program Continued

2018 through 2040 - Non-motorized				
Project	Location	Scope	YOE Cost	
Bakersfield	Incorporated	Kern Canyon Road from Masterson Street to Morning Drive - 2.66 miles - Class II		
Bakersfield	Incorporated	North Rosedale Park Path from Campfire Drive to Jewetta Avenue - 0.18 miles - Class I		
Bakersfield	Incorporated	Jewetta Avenue from Bernard Street to 30th Street - 0.27 miles - Class III		
Bakersfield	Incorporated	Jewetta Avenue from Columbus Street to Bernard Street - 0.52 miles - Class III		
Bakersfield	Incorporated	36th Street from Chester Avenue to San Dimas Path - 0.59 miles - Class III		
Bakersfield	Incorporated	La France Drive from Castro Lane to El Toro Drive - 1.03 miles - Class III		
Bakersfield	Incorporated	ParkBlanch/11th/10th Route from Oak Street to Union Ave - 1.08 miles - Class III		
Bakersfield	Incorporated	Bank Street 2nd Street Road from Oak Street to S. P Street - 1.59 miles - Class III		
Bakersfield	Incorporated	White Lane from Union Street to Cottonwood Road - 0.99 miles - Class II		
Bakersfield	Incorporated	Ming Avenue from Oak Street to Union Avenue - 2.03 miles - Class II		
Bakersfield	Incorporated	McKee Rd from Ashe Rd to SH 99 - 2.76 miles - Class II		
Bakersfield	Incorporated	Polo Drive from Dapple Avenue to Meadow Creek Street - 0.26 miles - Class III		
Bakersfield	Incorporated	Wilderness Drive from Harris Road to Reliance Drive - 0.54 miles - Class III		
Bakersfield	Incorporated	Garnsey Avenue from Garnsey Lane to Stockdale Highway - 0.57 miles - Class III		
Bakersfield	Incorporated	Height Street from River Boulevard to 178 Overcrossing - 0.75 miles - Class III		
Bakersfield	Incorporated	W. Jeffrey Street from Overcrossing to River Boulevard - 1.1 miles - Class III		
Bakersfield	Incorporated	Grand Lakes Avenue from Rossilyn Lane to Brandy Rose Street - 1.83 miles - Class III		
Bakersfield	Incorporated	Almondale Pk Shared Path from Meadow Creek Street to Verdugo Lane - 0.14 miles - Class I		
Bakersfield	Incorporated	San Dimas Path from 36th Street to Jeffrey Street - 0.43 miles - Class I		
Bakersfield	Incorporated	China Grade Loop from City Limit to Panorama Drive - 0.11 miles - Class III		
Bakersfield	Incorporated	Half Moon Drive from Ashe Road to Ashe Road - 0.96 miles - Class III		
Bakersfield	Incorporated	Hughes Lane from E Pacheco Rd to Fairview Road - 1 mile - Class III		
Bakersfield	Incorporated	Coventry - Benton Route from Ming Avenue to Oak Street - 1.4 miles - Class III		
Bakersfield	Incorporated	Noble Avenue Route from River Boulevard to Columbus Street - 2.3 miles - Class III		
Bakersfield	Incorporated	Old Farm Road from Snow Road to Hageman Road - 2 miles - Class II		
Bakersfield	Incorporated	Buena Vista Road from Panama Lane to Highway 119 - 2 miles - Class II		
Bakersfield	Incorporated	Mt. Vernon Avenue from Panorama Drive to Flower Street - 2.19 miles - Class II		
Bakersfield	Incorporated	Old River Road from Harris Road to Taft Highway - 2.5 miles - Class II		
Bakersfield	Incorporated	Emerald Cove Park Path from Vaquero Avenue to Hageman Road - 0.23 miles - Class I		
Bakersfield	Incorporated	Polo Park Shared Path from Old Farm Road to Grazing Avenue - 0.37 miles - Class I		
Bakersfield	Incorporated	21st St from Oak St to Westwind Dr - 0.13 miles - Class II		
Bakersfield	Incorporated	Panama Lane from Dennen Street to Colony Street - 0.33 miles - Class II		

ATTACHMENT "A"

November 4, 2015
 TTAC – 2018 RTP
 Page 8

TABLE 5.1 - Constrained Capital Improvement Program Continued
2018 through 2040 - Non-motorized

Project	Location	Scope	YOE Cost
Bakersfield	Incorporated	Berkshire Road from Colony Street to Madison Street - 1.81 miles - Class III	
Bakersfield	Incorporated	Fairview Road from Hughes Lane to Cottonwood Road - 2.53 miles - Class III	
Bakersfield	Incorporated	21st St from Westwind Dr to Kern River Bike Path - 0.06 miles - Class I	
Bakersfield	Incorporated	Hosking Avenue from Wible Rd to Gosford Rd - 2.99 miles - Class II	
Bakersfield	Incorporated	Verdugo Lane from Seventh Standard Road to Snow Road - 1 mile - Class II	
Bakersfield	Incorporated	Edison Road from Highway 178 to End of Street - 1.15 miles - Class III	
Bakersfield	Incorporated	Patton Way from Weldon Avenue to Hageman Road - 0.28 miles - Class II	
Bakersfield	Incorporated	Rudd Avenue from Seventh Standard Road to Santa Fe Way - 1.5 miles - Class III	
Bakersfield	Incorporated	Alfred Harrell Highway from Morning Drive Bike Path to Highway 178 - 3.32 miles - Class III	
Bakersfield	Incorporated	Oswell Street from Columbus Street to City Limits - 0.66 miles - Class II	
Bakersfield	Incorporated	Masterson Street from Highway 178 to Alfred Harrell Highway - 1.43 miles - Class II	
Bakersfield	Incorporated	NE Bakersfield Path from Paladino Drive to Morning Drive Path - 2.7 miles - Class I	
Bakersfield	Incorporated	Columbus Path from Kern River Parkway to Columbus Street - 0.37 miles - Class I	
Bakersfield	Incorporated	Real Road from Garnsey Lane to Palm Street - 0.08 miles - Class III	
Bakersfield	Incorporated	Ridge Road from Camino Real to Mt. Vernon Avenue - 0.16 miles - Class III	
Bakersfield	Incorporated	Chippewa - Yorkshire from Jewetta Avenue to Verdugo Lane - 0.88 miles - Class III	
Bakersfield	Incorporated	Chamber Boulevard from S. Allen Road to Grand Lakes Avenue - 1.45 miles - Class III	
Bakersfield	Incorporated	Laurel Park - Wrangler from Bay Meadows Lane to Calloway Drive - 1.83 miles - Class III	
Bakersfield	Incorporated	Iron Creek Goose Creek CT from Allen Road to Coffee Road - 3.66 miles - Class III	
Bakersfield	Incorporated	Wenatchee Avenue from Panorama Drive to Columbus Street - 1.02 miles - Class II	
Bakersfield	Incorporated	Ashe Road from Panama Lane to Taft Highway - 2 miles - Class II	
Bakersfield	Incorporated	Alfred Harrell Highway from City Limit to Panorama Drive - 0.1 miles - Class III	
Bakersfield	Incorporated	Toluca Drive Route from Renfro Road to Allen Road - 1.48 miles - Class III	
Bakersfield	Incorporated	Panama Lane from Mountain Vista Road to Gosford Road - 1.5 miles - Class II	
Bakersfield	Incorporated	Overcrossing from Willow Drive to Rio Mirada - 0.17 miles - Class I	
Bakersfield	Incorporated	Allen Road from Pensinger Road to Highway 119 - 2.75 miles - Class II	
Bakersfield	Incorporated	Mohawk Street from Hageman Road to Rosedale Highway - 1.26 miles - Class II	
Bakersfield	Incorporated	Panama Lane from Interstate 5 to Gosford Road - 2.02 miles - Class II	
Bakersfield	Incorporated	Camino Grande from Alfred Harrell to NE Bakersfield Path - 1.29 miles - Class III	
Bakersfield	Incorporated	Patton Way Shared Path from Weldon Avenue to Hageman Road - 0.27 miles - Class I	
Bakersfield	Incorporated	Appletree - Hahn Route from Wilson Road to Wible Road - 1.8 miles - Class III	
Bakersfield	Incorporated	Cottonwood Road from Casa Loma Drive to E. Panama Lane - 3 miles - Class III	

ATTACHMENT "A"

November 4, 2015
 TTAC – 2018 RTP
 Page 9

TABLE 5.1 - Constrained Capital Improvement Program Continued

2018 through 2040 - Non-motorized				
Project	Location	Scope	YOE Cost	
Bakersfield	Incorporated	S. H Street from Panama Lane to Taft Highway - 2 miles - Class III		
Bakersfield	Incorporated	Greenwich - Balvanera from Verdugo Lane to Calloway Road - 0.55 miles - Class III		
Bakersfield	Incorporated	Arvin-Edison Canal Path from Cottonwood Road to Fairfax Road - 3.77 miles - Class I		
Bakersfield	Incorporated	Sage Drive from Half Moon Bay Drive to Wilson Road - 0.2 miles - Class III		
Bakersfield	Incorporated	Stellar Avenue from Old Farm Road to Campfire Drive - 0.34 miles - Class III		
Bakersfield	Incorporated	Westholme Boulevard from Ming Avenue to Wilson Road - 0.4 miles - Class III		
Bakersfield	Incorporated	El Capitan Bike Route from Noriega Road to Polo Park Path - 0.44 miles - Class III		
Bakersfield	Incorporated	Allegheny Court from Old Walker Pass Road to Rivers Edge Park - 0.44 miles - Class III		
Bakersfield	Incorporated	Olympia Drive from S. Laurel Glen Boulevard to Half Moon Bay Drive - 0.49 miles - Class III		
Bakersfield	Incorporated	Old Walker Pass Road from Comanche Drive to Rancheria Road - 1.46 miles - Class III		
Bakersfield	Incorporated	Knudsen Drive from Olive Drive to Hageman Road - 0.47 miles - Class II		
Bakersfield	Incorporated	Brimhall Road from Renfro Road to Allen Road - 1.01 miles - Class II		
Bakersfield	Incorporated	Santa Fe Way from 7th Standard Road to Hageman Road - 4.14 miles - Class II		
Bakersfield	Incorporated	Rail ROW Path from 7th Standard Road to E. Norris Road - 2.23 miles - Class I		
Bakersfield	Incorporated	Kahala - Constitution Road from Hawaia Lane to Jewetta Avenue - 1.34 miles - Class III		
Bakersfield	Incorporated	Mezzadro/Alderbrook/Lavina from Allen Road to Allen Road - 3.63 miles - Class III		
Bakersfield	Incorporated	Panorama Class I Connecti from Kern River Parkway to Panorama Drive - 0.06 miles - Class I		
Bakersfield	Incorporated	Mountain Ridge Rd from Panama Ln to Taft Hwy - 2 miles - Class II		
Bakersfield	Incorporated	Reina Road from Renfro Road to Verdugo Lane - 2.04 miles - Class II		
Bakersfield	Incorporated	Calloway Shared Path from Balvanera Drive to Noriega Road - 0.28 miles - Class I		
Bakersfield	Incorporated	Yarnell Bike Route from Paul Avenue to Calloway Drive - 0.31 miles - Class III		
Bakersfield	Incorporated	Hawaia - Wailea from Allen Road to Noriega Road - 0.38 miles - Class III		
Bakersfield	Incorporated	Allen Road from Snow Road to Hageman Road - 1.89 miles - Class II		
Bakersfield	Incorporated	Mountain Park Dr from Kern River Parkway to River Run Boulevard - 0.18 miles - Class III		
Bakersfield	Incorporated	Rose Petal Street from Brandy Rose Street to Ridge Oak Drive - 0.2 miles - Class III		
Bakersfield	Incorporated	River Run Boulevard from Ming Avenue to Buena Vista Road - 0.93 miles - Class III		
Bakersfield	Incorporated	Truxtun Shared Path link from Coffee Road to Quailridge Road - 0.15 miles - Class I		
Bakersfield	Incorporated	Panama Lane from Interstate 5 to Gosford Road - 2.02 miles - Class II		
Bakersfield	Incorporated	Various Feasibility Studies for Other Bike and Pedestrian Related Improvements		
Bakersfield	County Area	Union Avenue from Panama Road to Bear Mountain Blvd - 4 miles - Class II		
Bakersfield	County Area	Santa Fe Way from Driver Road to Riverside Street - 3.6 miles - Class II		

ATTACHMENT "A"

November 4, 2015
 TTAC – 2018 RTP
 Page 10

TABLE 5.1 - Constrained Capital Improvement Program Continued				
2018 through 2040 - Non-motorized				
Project	Location	Scope	YOE Cost	
Bakersfield	County Area	Rudd Avenue from Palm Avenue to Brimhall Road - 0.5 miles - Class II		
Bakersfield	County Area	Roberts Lane from Norris Road to Washington Avenue - 0.5 miles - Class II		
Bakersfield	County Area	Roberts Lane from Washington Avenue to Stanford Drive - 0.7 miles - Class II		
Bakersfield	County Area	River Blvd from Panorama Drive to Bernard Street - 1.3 miles - Class II		
Bakersfield	County Area	Pioneer Drive from Osw ell Steet to Morning Drive - 2 miles - Class II		
Bakersfield	County Area	Pegasus Road from Merle Haggard Drive to Norris Road - 1.8 miles - Class II		
Bakersfield	County Area	Patton Way from Snow Road to Hageman Road - 1.8 miles - Class II		
Bakersfield	County Area	Panama Road from Weedpatch Hwy to S Comanche Drive - 4 miles - Class II		
Bakersfield	County Area	Palm Avenue from Heath Road to Renfro Road - 1 miles - Class II		
Bakersfield	County Area	Palm Ave (Country Breeze & Slikker Drive) from Old Farm Road to Country Breeze Place - 1.7 miles - Class II		
Bakersfield	County Area	Old River Road from Taft Hwy to Shafter Road - 3 miles - Class II		
Bakersfield	County Area	Old Farm Road from Palm Avenue to Brimhall Road - 0.5 miles - Class II		
Bakersfield	County Area	Old Farm Road from Good Place to Rosedale Hwy - 0.5 miles - Class II		
Bakersfield	County Area	Norris Road from Snow Road to Roberts Lane - 0.7 miles - Class II		
Bakersfield	County Area	Nord Avenue from Kratzmeyer Road to Stockdale Hwy - 4.5 miles - Class II		
Bakersfield	County Area	Niles Street from Virginia Street to Morning Drive - 3.5 miles - Class II		
Bakersfield	County Area	Muller Road from S Ow ell Street to Weedpatch Hwy - 2 miles - Class II		
Bakersfield	County Area	Merle Haggard Drive from South Granite Road to N Chester Avenue - 1 miles - Class II		
Bakersfield	County Area	McCray Street from Merle Haggard Drive to China Grade Loop - 1 miles - Class II		
Bakersfield	County Area	Landco Drive from Callow ay Canal to Rosedale Highway - 0.7 miles - Class II		
Bakersfield	County Area	Kratzmeyer Road from Santa Fe Way to Enos Lane - 4.5 miles - Class II		
Bakersfield	County Area	Knudsen Drive from Norris Road to Hageman Road - 0.9 miles - Class II		
Bakersfield	County Area	Hageman Road from Wegis Avenue to Nord Road - 0.5 miles - Class II		
Bakersfield	County Area	Flow er Street from Ow ens Street to Mt Vernon Avenue - 1 miles - Class II		
Bakersfield	County Area	Enos Lane from Beech Avenue to Panama Lane - 11.3 miles - Class II		
Bakersfield	County Area	Decatur Street from Airport Drive to Sequoia Drive - 0.3 miles - Class II		
Bakersfield	County Area	Day Avenue from N Chester Avenue to Manor Street - 0.5 miles - Class II		
Bakersfield	County Area	Comanche Drive from E Panama Lane to Varsity Avenue - 5.5 miles - Class II		
Bakersfield	County Area	Buena Vista Blvd from S Union Avenue to S Comanche Drive - 9.1 miles - Class II		

ATTACHMENT "A"

November 4, 2015
 TTAC – 2018 RTP
 Page 11

TABLE 5.1 - Constrained Capital Improvement Program Continued
2018 through 2040 - Non-motorized

Project	Location	Scope	YOE Cost
Bakersfield	County Area	Brimhall Road from Enos Lane to Superior Road - 1 miles - Class II	
Bakersfield	County Area	Brimhall Road from Wegis Avenue to Rudd Avenue - 1 miles - Class II	
Bakersfield	County Area	Brae Burn Drive from Country Club Drive to College Avenue - 0.6 miles - Class II	
Bakersfield	County Area	Beech Avenue from E Los Angeles to Enos Lane - 2.3 miles - Class II	
Bakersfield	County Area	Airport Drive from China Grade Loop to Roberts Lane - 1.3 miles - Class II	
Bakersfield	County Area	Olive Drive from Victor Street to SR 99 - 0.3 miles - Class III	
Bakersfield	County Area	N Chester Avenue from Existing Bike Route to Merle Haggard Drive - 0.3 miles - Class III	
Bakersfield	County Area	Rosedale Hwy from Enos Lane to Mohawk Street - 10.9 miles - Caltrans Shoulder	
Bakersfield	County Area	Woodrow Ave from Roberts Lane to N Chester Ave - 1.8 miles - Neighborhood Green Streets	
Bakersfield	County Area	Wilson Avenue - Castaic Ave from Roberts Lane to North Chester Avenue - 1.9 miles - Neighborhood Green Streets	
Bakersfield	County Area	Valencia Drive from College Ave to Pioneer Drive - 1 miles - Neighborhood Green Streets	
Bakersfield	County Area	Shalimar Drive from Niles Street to Pioneer Drive - 0.5 miles - Neighborhood Green Streets	
Bakersfield	County Area	Pesante Road from Cul-de-sac to Pioneer Drive - 1 miles - Neighborhood Green Streets	
Bakersfield	County Area	Jeffrey Street from Union Ave to River Blvd - 0.2 miles - Neighborhood Green Streets	
Bakersfield	County Area	Jeffrey Street from Loma Linda Drive to River Blvd - 0.7 miles - Neighborhood Green Streets	
Bakersfield	County Area	Height Street from River Blvd to Haley Street - 0.5 miles - Neighborhood Green Streets	
Bakersfield	County Area	Decatur Street from Sequoia Drive to Chester Ave - 0.8 miles - Neighborhood Green Streets	
Bakersfield	County Area	Country Club Drive - Horace Mann Ave- Pentz St from College Ave to Center St - 0.8 miles - Neighborhood Green Streets	
Bakersfield	County Area	Center Street/Rosewood Avenuenue from Shalimar Drive to Monica Street - 1.8 miles - Neighborhood Green Streets	
Bakersfield	County Area	Center Street from Osw ell Steet to Pesante Road - 0.8 miles - Neighborhood Green Streets	
Bakersfield	County Area	Tupman Path from Enos Lane to Moose Street - 5.6 miles	
Bakersfield	County Area	Stine Canal from Stockdale Hwy to Belle Terrace - 0.5 miles - Other	
Bakersfield	County Area	Lake Evans Loop from Lake Evans to Lake Evans - 2.7 miles - Other	
Bakersfield	County Area	Enos Lane Path from Panama Lane to Buena Vista Rec Area Loop - 4.5 miles - Other	
Bakersfield	County Area	East Side Canal from Kentucky Street to Fairfax Road - 2.7 miles - Other	
Bakersfield	County Area	East Side Canal from E Brundage Lane to Panama Road - 7.9 miles - Other	
Bakersfield	County Area	East Branch Canal from Belle Terrace to Casa Loma Drive - 0.7 miles - Other	
Bakersfield	County Area	Cumberland Road from Bear Valley Road to Bear Valley Springs - 3.6 miles - Other	
Bakersfield	County Area	Central Branch Canal from Ming Avenue to Union Avenue - 1.3 miles - Other	
Bakersfield	County Area	Central Branch Canal from E Pacheco Road to Buckley Avenue - 0.8 miles - Other	
Bakersfield	County Area	Central Branch Canal from E Panama Lane to Berkshire Road - 0.5 miles - Other	
Bakersfield	County Area	Calloway Canal from Coffee Road to Hwy 99 - 3.8 miles - Other	
Bakersfield	County Area	Buena Vista Rec Area Loop from Lake Buena Vista to Lake Buena Vista - 7.7 miles - Other	
Bakersfield	County Area	Beardsley Canal from Fruitvale Avenue to Manor Street - 4 miles - Other	

ATTACHMENT "A"

November 4, 2015
 TTAC – 2018 RTP
 Page 12

**TABLE 5.1 - Constrained Capital Improvement Program Continued
 2018 through 2040 - Non-motorized (Continued)**

Project	Location	Scope	YOE Cost
Bakersfield	County Area	Arvin-Edison Canal from S Osw ell Street to Marion Avenue - 1.5 miles - Other	
Bakersfield	County Area	Arvin-Edison Canal from Central Branch Canal to Mount Vernon Avenue - 1.3 miles - Other	
Bakersfield	County Area	Lake Ming Loop from Kern River Parkw ay to Campground Road - 2.6 miles - Class I	
Bakersfield	County Area	Airport Drive from Manor Street to W China Grade Loop - 1 miles - Class II	
Bakersfield	County Area	Unknow n Bike Path from Knudsen Drive to SR 99 - 0.7 miles - Class I	
Bakersfield	County Area	Unknow n Bike Path from Arrow Street to May Street - 0.6 miles - Class I	
Bakersfield	County Area	Unknow n Bike Path from Beardsley Avenue to Kern River Parkw ay - 0.5 miles - Class I	
Bakersfield	County Area	Weedpatch Hw y from SR 58 East Hw y to Panama Road - 6 miles - Class II	
Bakersfield	County Area	Taft Hw y from Heath Road Extension to Buena Vista Road - 3 miles - Class II	
Bakersfield	County Area	Standard Street from Rio Mirador Drive to Gilmore Avenue - 1.1 miles - Class II	
Bakersfield	County Area	Panama Road from Buena Vista Road to Weedpatch Hw y - 12.1 miles - Class II	
Bakersfield	County Area	Muller Road from Weedpatch Hw y to S Comanche Drive - 4 miles - Class II	
Bakersfield	County Area	Gilmore Avenue from Mohaw k Street to Standard Street - 1 miles - Class II	
Bakersfield	County Area	Fairfax Road from E Brundage Lane to Panama Road - 6 miles - Class II	
Bakersfield	County Area	Edison Hw y from Washington Street to S Comanche Drive - 7.8 miles - Class II	
Bakersfield	County Area	E Panama Lane from Cottonw ood Road to S Comanche Drive - 8.1 miles - Class II	
Bakersfield	County Area	E Norris Road from Roberts Lane to N Chester Avenue - 2.1 miles - Class II	
Bakersfield	County Area	Cottonw ood Road from E Panama Lane to Panama Road - 2 miles - Class II	
Bakersfield	County Area	S H Street from Taft Hw y to Shafter Road - 3.2 miles - Class II	
	Bear Valley	Bear Valley Road from Cumberland Road to Hw y 202 - 6.8 miles - Other	
	County	Kern River Parkw ay from Western end of Path to Lake Buena Vista - 2.9 miles - Class I	
	County	Sierra Hw y from Rosamond Blvd to LA County Line - 3 miles - Class II	
	County	Rosamond Blvd from 60th Street to Sierra Hw y - 4.2 miles - Class II	
	County	Kiddyland Drive from River Crossing to Alfred Harrel Hw y - 0.3 miles - Class II	
	County	SR 178 from SR 14 to Sierra Hw y - 32.3 miles - Caltrans Shoulder	
	County	SR 178 from Bakersfield City Limits to Kern River Valley - 26.4 miles - Caltrans Shoulder	
	County	SR 14 from SR 178 to Mojave - 46.6 miles - Caltrans Shoulder	
	County	202 Hw y from Tehachapi Blvd to Bear Valley Road - 5.7 miles - Caltrans Shoulder	
	County	Weedpatch Hw y from Di Giorgio Road to E Bear Mountain Blvd - 3 miles - Class II	
	Delano	Lake Woollomes Loop from Lake Woollomes to Lake Woollomes - 5.3 miles - Class I	
	Delano	Stradley Avenue from SR 155 to Sherw ood Avenue - 6 miles - Class II	
	Delano	Pond Road from Benner Avenue to Stradley Avenue - 3 miles - Class II	
	Delano	Mast Avenue from Garces Hw y to Airport Avenue - 1 miles - Class II	
	Delano	Airport Avenue from Mast Avenue to Proposed Woollomes - 2.7 miles - Class II	
	Golden Hills	Woodford Tehachapi Road from Valley Blvd to Highline Road - 1 miles - Class II	
	Golden Hills	Valley Blvd from Tucker Road to Woodford Tehachapi Road - 1.5 miles - Class II	

ATTACHMENT "A"

November 4, 2015
 TTAC – 2018 RTP
 Page 13

TABLE 5.1 - Constrained Capital Improvement Program Continued
2018 through 2040 - Non-motorized (Continued)

Project	Location	Scope	YOE Cost
	Golden Hills	SR 202 from Bear Valley Road to Woodford Tehachapi Road - 5.7 miles - Class II	
	Golden Hills	Pellisier Road from Banducci Road to Giraudo Road - 2 miles - Class II	
	Golden Hills	Old Town Road from Mariposa Road to Tehachapi Road - 0.7 miles - Class II	
	Golden Hills	Highline Road from Tucker Road to Banducci Road - 3.1 miles - Class II	
	Golden Hills	Golden Hills Blvd. from Santa Barbara Drive to Highline Road - 1.1 miles - Class II	
	Golden Hills	Giraudo Road from Pellisier Road to Bailey Road - 0.5 miles - Class II	
	Golden Hills	Cummings Valley Road from Bailey Road to Bear Valley Road - 1 miles - Class II	
	Golden Hills	Cummings Valley Road from Bailey Road to SR 202 - 0.4 miles - Class II	
	Golden Hills	Bear Valley Road from SR 202 to Proposed Road - 1.5 miles - Class II	
	Golden Hills	Banducci Road from SR 202 to Highline Road - 0.2 miles - Class II	
	Golden Hills	Banducci Road from Comanche Point Road to Pellisier Road - 2.5 miles - Class II	
	Golden Hills	Bailey Road from Giraudo Road to Cummings Valley Road - 1.5 miles - Class II	
	Golden Hills	Stallion Springs Road/Comanche Point Road from Banducci Road to Banducci Road - 3.1 miles - Other	
	Indian Wells	Brown Road from SR 14 to US 395 - 20 miles - Class III Signage Only	
	Indian Wells	Brown Road from US 395 Northern Overpass to US 395 Southern Overpass - 0.3 miles - Class III Signage Only	
	Indian Wells	Athel Avenue from US 395 to Brown Road - 2.6 miles - Class III Signage Only	
	Indian Wells	US 395 from Brown Road to China Lake Blvd. - 10.1 miles - Caltrans Shoulder	
	Indian Wells	US 395 from Brown Road to Inyo County Line - 10.4 miles - Caltrans Shoulder	
	Indian Wells	SR 14 from Athel Avenue to SR 178 - 5.9 miles - Caltrans Shoulder	
	Indian Wells	SR 14 from US 395 to Athel Avenue - 1 miles - Caltrans Shoulder	
	Indian Wells	Brown Road from US 395 to Ridgecrest Blvd. - 8.2 miles - Pave Shoulder	
	Indian Wells	Brown Road from Athel Avenue to US 395 - 7.8 miles - Pave Shoulder	
	Indian Wells	Brown Road from US 395 Northern Overpass to US 395 Southern Overpass - 0.3 miles - Pave Shoulder	
	Indian Wells	Inyokern Road from SR 178 Ridgecrest City Limits to SR 14 - 9.2 miles - Other	
	Inyokern	Broadway from Orchard Avenue to Plains Avenue - 0.5 miles - Class II	
	Kern River	Lake Isabella Blvd from Nugget Ave to Erskine Creek Road - 2.2 miles - Class II	
	Kern River	Kelso Valley Road from SR 178 to Adams Drive - 1.8 miles - Class II	
	Kern River	Kelso Valley Rd / Kelso Valley Creek Road from SR 178 to Loops Back to SR 178 - 9.7 miles - Class III	
	Kern River	SR 178 from Kelsey Valley Creek Road to Kelso Valley Road - 1.2 miles - Caltrans Shoulder	
	Kern River	Lake Isabella Loop from Loop to - 30.1 miles - Other	
	Kernville	Kern River/Lake from Riverside Park to Wofford Heights Park - 4.3 miles - Class I	
	Kernville	Sierra Way from Valley View Drive to Cyrus Canyon Road - 2.2 miles - Class III	
	Kernville	Sirretta Street from Burlando Road to Existing Class II - 1 miles - Neighborhood Green Streets	

ATTACHMENT "A"

November 4, 2015
 TTAC – 2018 RTP
 Page 14

TABLE 5.1 - Constrained Capital Improvement Program Continued			
2018 through 2040 - Non-motorized (Continued)			
Project	Location	Scope	YOE Cost
	Kernville	Burlando Road from Rio Del Loma/Whiskey Flat to Kernville Road - 2.1 miles - Neighborhood Green Streets	
	Kernville	Burlando Road from Kernville to Wofford Heights - 3 miles - Class I	
	Lake Isabella	Wofford Road Lake Isabella 2.0 from Burlando Road to SR 155 - 2 miles - Class II	
	Lake Isabella	McCray Road from SR 178 to Dogwood Road - 0.4 miles - Class II	
	Lake Isabella	Erskine Creek Road from Lake Isabella Blvd to Pasadena Lane - 1.4 miles - Class II	
	Lake Isabella	Bodfish Canyon Road from Lake Isabella Blvd to End of Road - 2.9 miles - Class II	
	Lake Isabella	Sierra Way from Kernville Airport to SR 178 - 11.2 miles - Class III	
	Lake Isabella	Hwy 155 from Wofford Road to Lake Isabella Blvd - 5.5 miles - Class III	
	Lake Isabella	SR 178 from SR 155 to Sierra Way - 11.4 miles - Caltrans Shoulder	
	Lake Isabella	SR 178 from Mobile Drive to Poplar Street - 0.8 miles - Caltrans Shoulder	
	Lake Isabella	Lynch Canyon Drive from SR 178 to Poplar Street - 0.7 miles - Neighborhood Green Streets	
	McFarland	Sherwood Avenue from Stradley Avenue to S Garzoli Avenue - 1 miles - Class II	
	McFarland	Perkins Avenue from Stradley Avenue to S Garzoli Avenue - 1 miles - Class II	
	Mojave	Sierra Hwy from Oak Creek Road to Purdy Avenue - 2.4 miles - Class I	
	Mojave	Rosewood Blvd from Kyle Street to 5th Street - 5 miles - Class II	
	Mojave	Purdy Ave from 45th Street to Town Limits - 6.8 miles - Class II	
	Mojave	Oak Creek Road from 45th Street to K Street - 2.3 miles - Class II	
	Mojave	O Street from Inyo Street to Park Street - 0.4 miles - Class II	
	Mojave	Kock Street from Arroyo Avenue to Purdy Avenue - 3.1 miles - Class II	
	Mojave	K Street from Oak Creek Road to Inyo Street - 0.5 miles - Class II	
	Mojave	Inyo Street from K Street to O Street - 0.3 miles - Class II	
	Mojave	Holt Street from Arroyo Avenue to Purdy Avenue - 3 miles - Class II	
	Mojave	Denise Avenue from 5th Street to Town Limits - 1.5 miles - Class II	
	Mojave	Camelot Blvd from 45th Street to Holt Street - 1.6 miles - Class II	
	Mojave	Butte Avenue from 5th Street to Town Limits - 1.5 miles - Class II	
	Mojave	Arroyo Avenue from 5th Street to Town Limits - 1.5 miles - Class II	
	Mojave	Arroyo Avenue from 45th Street to SR 58 - 1.9 miles - Class II	
	Mojave	5th Street from Rosewood Blvd to Purdy Avenue - 5.1 miles - Class II	
	Mojave	40th Street from Arroyo Avenue to Purdy Avenue - 3.1 miles - Class II	
	Mojave	Sierra Hwy from Rosamond Blvd to Silver Queen Road - 9.3 miles - Class III	
	Mojave	SR 58 from SR 14 (Sierra Hwy) to 5th Street - 2.9 miles - Caltrans Shoulder	
	Ridgecrest	Javis Avenue Parkway from China Lake Blvd to S Downs St Parkway - 1.2 miles - Class I	
	Ridgecrest	Indian Wells Valley Parkway Trail from N Jacks Rancho Road to N Jacks Rancho Road - 12.6 miles - Class I	
	Ridgecrest	Bowman Road from Jacks Ranch Road to Brady Street - 1 miles - Class I	

ATTACHMENT "A"

November 4, 2015
 TTAC – 2018 RTP
 Page 15

**TABLE 5.1 - Constrained Capital Improvement Program Continued
 2018 through 2040 - Non-motorized (Continued)**

Project	Location	Scope	YOE Cost
	Ridgecrest	Springer Avenue from College Heights Blvd to Gateway Blvd - 1 miles - Class II	
	Ridgecrest	Springer Avenue from S Downs Street to Norma St Parkway - 0.5 miles - Class II	
	Ridgecrest	Springer Ave from Jacks Ranch Road to Brady Street - 1 miles - Class II	
	Ridgecrest	S Downs Street from S China Lake Blvd to E Jarvis Ave - 1.1 miles - Class II	
	Ridgecrest	Javis Ave from South China Lake Blvd to Norma St Parkway - 1.8 miles - Class II	
	Ridgecrest	Jacks Ranch Road from Ridgecrest Blvd to Springer Avenue - 2 miles - Class II	
	Ridgecrest	Drummond Avenue from Jacks Ranch Road to Downs Street - 1 miles - Class II	
	Ridgecrest	Brady Street from Inyokern Road (SR 178) to South China Lake Blvd - 4.7 miles - Class II	
	Ridgecrest	E Dolphin Avenue from Gateway Blvd to Lumill Street - 0.5 miles - Class III	
	Ridgecrest	E Belle Vista Parkway from Gateway Blvd to Summit Street - 0.4 miles - Class III	
	Ridgecrest	US 395 from China Lake Blvd to San Bernardino Cty Line - 14 miles - Caltrans Shoulder	
	Shafter	Shafter Avenue from Sierra Avenue (Shafter) to Kimberlina Road - 3.3 miles - Class II	
	Shafter	Riverside Street from Central Valley Hwy to Driver Road - 2.6 miles - Class II	
	Shafter	Riverside Street from Poplar Avenue to Charry Avenue - 2.5 miles - Class II	
	Shafter	Poplar Avenue from Fresno Avenue to Riverside Street - 2 miles - Class II	
	Shafter	Palm Avenue from Kimberlina Road to Fresno Avenue - 3 miles - Class II	
	Shafter	Palm Avenue from Lupine Court to Kimberlina Road - 1.5 miles - Class II	
	Shafter	Magnolia Avenue from McCombs Road to Kimberlina Road - 4 miles - Class II	
	Shafter	Kimberlina Road from Magnolia Avenue to Shafter Avenue - 5.1 miles - Class II	
	Shafter	Fresno Avenue from Palm Avenue to Shafter Avenue - 4.1 miles - Class II	
	Wasco	Central Avenue from Filburn Avenue to Kimberlina Road - 1.5 miles - Class II	
	Taft	Pico Street from S 6th Street to Asher Way - 0.1 miles - Class II	
	Taft	Olive Avenue from Supply Row to Wood Street - 0.3 miles - Class II	
	Taft	Harding Avenue from A Street to E Street - 0.2 miles - Class II	
	Taft	Grevillea Street from Division Road to Harrison Street - 0.5 miles - Class II	
	Taft	General Petroleum from 2nd Street to Wood Street - 0.4 miles - Class II	
	Taft	Elm Street from Division Road to Harrison Street - 0.5 miles - Class II	
	Taft	E Street from Harding Avenue to 10th Street - 0.6 miles - Class II	
	Taft	E Ash Street from Adams Street to Airport Road - 0.9 miles - Class II	
	Taft	Division Road from Grevillea Street to Ash Street - 0.7 miles - Class II	
	Taft	Cedar Street from Harrison Street to Airport Road - 1.6 miles - Class II	
	Taft	Cedar Street from Division Road to Tyler Street - 0.4 miles - Class II	

ATTACHMENT "A"

November 4, 2015
 TTAC – 2018 RTP
 Page 16

TABLE 5.1 - Constrained Capital Improvement Program Continued					
2018 through 2040 - Non-motorized (Continued)					
	Taft	Asher Avenue from Supply Row to South Street - 0.5 miles - Class II			
	Taft	Ash Street from Emmons Park to Harrison Street - 0.2 miles - Class II			
	Taft	A Street from Arroyo Drive to Hilard Street - 0.3 miles - Class II			
	Taft	Taft Path from Kern River Parkway to Gardner Field Road - 10.6 miles - Other			
	Taft	Gardner Field Road from County to Aqueduct - 1.5 miles - Other			
	Tehachapi	White Pine Drive from Tehachapi Blvd to Mariposa Road - 0.4 miles - Class II			
	Tupman	Tule Elk Reserve Path from Tupman Path to Tule Elk Reserve State Park - 1.3 miles - Other			
	County	Garlock Road from Redrock-Randsburg Road to US 395 - 18 miles - Class III			
	Wasco	Hwy 46 from Gun Club Road to Magnolia Ave - 8 miles - Caltrans Shoulder			
Various locations	Countywide	Construct Pedestrian Enhancement Improvements	77,500,000		
Various locations	Countywide	Construct Complete Streets Improvements	261,000,000		
		Sub-total	\$424,000,000		
2018 through 2040 - Freight Rail					
Project	Location	Scope	YOE Cost	Project ID	Start
Freight Rail	Tehachapi	Double-track sections from Bakersfield to Mojave - Phase 2	\$100,000,000		
Freight Rail	Shafter	Shafter Intermodal Rail Facility - Phase 3	60,000,000		
		(Information only) Sub-total	\$160,000,000		

2018 through 2025 - Major Highway Improvements					
Project	Location	Scope	YOE Cost	Project ID	Start
Route 14	Inyokern	Redrock / Inyokern Rd to Rt 178 - w iden to four lanes (Phase 2)	42,000,000	KER08RTP017	2021
Route 58	Bakersfield	Rosedale Hwy - Rt 43 to Allen Rd - w iden existing highway	59,000,000	KER08RTP092	2025
Route 58	Metro Bkfd	Rosedale Hwy @ Minkler Spur / Landco - construct grade separation	27,000,000	KER08RTP118	2025
Route 58	Bakersfield	Union Ave to Fairfax Rd - w iden to eight lanes	47,400,000	KER08RTP093	2025
Route 65	Bakersfield	James Rd to Merle Haggard Dr - w iden to four lanes	3,000,000	KER08RTP094	2021
Route 99	Bakersfield	Olive Drive - construct interchange upgrades	6,100,000	KER08RTP091	2016
Route 178	Bakersfield	At Rt 204 - construct interchange	25,700,000	KER08RTP095	2025
Route 184	Bakersfield	At Union Pacific Railroad - construct grade separation	26,400,000	KER08RTP108	2025
Hageman Flyover	Bakersfield	Knudsen Dr to Rt 204 - construct extension	68,900,000	KER08RTP013	2016
7th Standard Rd	Shafter/Bkfd	Rt 43 to Santa Fe Way - w iden existing roadway	14,000,000	KER08RTP113	2018
Centennial Corridor	Bakersfield	I-5 to Rt-58/Cottonwood Rd - element of the Bakersfield Beltway System - construct new freeway and/or operational improvements	698,000,000	KER08RTP020	2016
		Sub-total	\$230,500,000		

2026 through 2030 - Major Highway Improvements					
Project	Location	Scope	YOE Cost	Project ID	Start
Route 119	Bakersfield	I-5 to Buena Vista - w iden to four lanes	31,300,000	KER08RTP099	2026
Route 119	Taft	Cherry Ave to Elk Hills Rd (Phase 1, bypass) - w iden to four lanes	115,000,000	KER08RTP022	2030
Route 178	Metro Bkfd	Near Oswell St to Vineland Rd - w iden existing freeway	17,000,000	KER08RTP111	2028
Route 184	Bakersfield	Panama Rd to Rt 58 - w iden to four lanes	10,500,000	KER08RTP100	2029
Route 184	Bakersfield	Morning Dr to Rt 178 - w iden to four lanes	5,000,000	KER08RTP101	2026
7th Standard Rd	Shafter/Bkfd	Rt 43 to Santa Fe Way - w iden existing roadway	14,000,000	KER08RTP113	2030
West Beltway	Metro Bkfd	Rosedale Hwy to 1/2 mile north of 7th Standard Rd - construct new facility	115,793,000	KER08RTP102	2030
West Beltway	Metro Bkfd	Rosedale Hwy to Westside Parkway - construct new facility	93,500,000	KER08RTP016	2030
		Sub-total	\$402,093,000		

ATTACHMENT "A"

November 4, 2015
 TTAC – 2018 RTP
 Page 17

2031 through 2035 - Major Highway Improvements					
Project	Location	Scope	YOE Cost	Project ID	Start
Route 14	Inyokern	Redrock / Inyokern Rd to Rt 178 - widen to four lanes (Phase 3)	\$32,000,000	KER08RTP024	2035
Route 58	Bakersfield	At various locations - ramp improvements (HOV - ramp metering)	\$32,600,000	KER08RTP103	2033
Route 99	Bakersfield	Beardsley Canal to 7th Standard Rd - widen to eight lanes	90,800,000	KER08RTP138	2033
Route 99	Bakersfield	At Olive Drive - reconstruct interchange	108,000,000	KER08RTP021	2033
Route 99	Bakersfield	At Snow Rd - construct new interchange	138,200,000	KER08RTP115	2033
Route 99	Bakersfield	At various locations - ramp improvements (HOV - ramp metering)	37,000,000	KER08RTP105	2033
Route 178	Bakersfield	At Rt 204 and 178 - reconstruct freeway ramps (HOV - ramp metering)	50,000,000	KER08RTP085	2033
Route 178	Bakersfield	At various locations - ramp improvements (HOV - ramp metering)	37,000,000	KER08RTP106	2033
Route 178	Bakersfield	Existing west terminus to Osw ell St - widen to eight lanes (HOV)	140,500,000	KER08RTP026	2035
Route 184	Lamont	Rt 58 to Rt 178 - widen to four lanes	90,000,000	KER08RTP045	2028
Route 204	Bakersfield	Airport Drive to Rt 178 - widen existing highway	55,000,000	KER08RTP083	2035
Route 204	Bakersfield	F St - construct interchange	36,000,000	KER08RTP081	2035
Sub-total			\$847,100,000		

2036 through 2040 - Major Highway Improvements					
Project	Location	Scope	YOE Cost	Project ID	Start
Route 46	Lost Hills	Brown Material Rd to I-5 - interchange upgrade at I-5 - Phase 4B	\$70,000,000	KER08RTP018	2040
Route 119	Taft	Elk Hills - County Rd to Tupman Ave - widen to four lanes (Phase 2)	48,000,000	KER08RTP086	2040
Route 178	Metro Bkfd	Vineland to Miramonte - new interchange; widen existing freeway	119,000,000	KER08RTP025	2033
Route 178	Bakersfield	Miramonte to Rancharia - widen existing highway	19,800,000	KER08RTP084	2033
US 395	Ridgecrest	Between Rt 178 and China Lake Blvd - construct passing lanes	20,000,000	KER08RTP089	2040
West Beltway	Metro Bkfd	Pacheco Rd to Westside Parkway - construct new facility	115,793,000	KER08RTP139	2033
West Beltway	Metro Bkfd	Taft Hwy to Pacheco Rd - construct new facility	90,000,000	KER08RTP097	2033
Sub-total			\$482,593,000		

TABLE 5.1 - Constrained Capital Improvement Program Continued

2018 through 2040 - Local Streets and Roads					
Project	Location	Scope	YOE Cost	Project ID	Start
Various Locations	Metro Bkfd	Bridge and street widening; reconstruction	\$540,000,000		
Various Locations	Metro Bkfd	Signalization	15,000,000		
Various Locations	Rosamond	Street widening; signalization	112,000,000		
Various Locations	Countywide	Transportation Control Measures	386,000,000		
Various Locations	Countywide	Bridge and street widening; reconstruction; signalization	632,000,000		
Sub-total			\$1,685,000,000		
* Note: Adjustments to programming were made regarding the overlap of HOV related improvements listed separately from regionally significant highway improvements.					



XV.
TTAC

November 4, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Joseph Stramaglia,
Project Delivery Team Lead

SUBJECT: TTAC AGENDA ITEM: XV
2018 REGIONAL TRANSPORTATION PLAN – ADMINISTRATIVE DRAFT TABLE 5.2 CAPITAL
IMPROVEMENT PROGRAM

DESCRIPTION:

The 2018 Regional Transportation Plan update has been initiated by Kern COG and the Capital Improvement Program of unfunded projects is an integral element of this update.

DISCUSSION:

Development of the 2018 Regional Transportation Plan (RTP) has been initiated by Kern COG and an Administrative Draft of Table 5.2 is provided in Attachment "A" for technical review by member agencies. Table 5.2 is a listing of multi-modal projects that are not considered to be financially constrained but are listed to illustrate the transportation infrastructure needs of the region. This updated list will be prepared for later inclusion into the 2018 RTP. The administrative draft Capital Improvement Program will be subject to revisions prior to preparation of the final 2018 Regional Transportation Plan document. Comments are welcome and requested throughout this process. This information will be shared with the Transportation Technical Advisory Committee and the Board of Directors over the next four months. Kern COG staff will circulate this item in November as an Administrative Draft, in January as a Draft, and in February as a Final project list with a request for action to forward the list to Kern COG staff for use in the preparation of the 2018 RTP, conformity and environmental documentation.

Action: Information.

Enclosure: Attachment "A" – Table 5.2 – Unconstrained Capital Improvement Program

ATTACHMENT "A"

November 4, 2015
 TTAC – 2018 RTP
 Page 2

TABLE 5.2 - Unconstrained Program of Projects

Beyond 2040 - Transit				
Project	Location	Scope		YOE Capital Cost
Local Passenger Rail	Shafter, Bakersfield	Amtrak San Joaquins stop in North/West Bakersfield - platform, track turnout , park&ride, ticket both, RoW (2012 Commuter Rail Study)		\$5,000,000
Local Passenger Rail	Shafter, Bakersfield	Up to 4 Amtrak San Joaquins stops on BNSF - platform, track turnout , park&ride, ticket both, RoW (2012 Commuter Rail Study)		\$20,000,000
Local Passenger Rail	Wasco, Bakersfield	Positive Train Control Port Chicago - Bakersfield (Draft 2012 State Rail Plan)		\$24,000,000
Local Passenger Rail	Shafter, NW Bakersfield	Double Track BNSF Jastro/Landco to Shafter (Draft 2012 State Rail Plan)		\$71,300,000
Local Passenger Rail	Shafter, Wasco	Double Track BNSF Shafter to Wasco (Draft 2012 State Rail Plan)		\$37,000,000
Local Passenger Rail	NW Bakersfield	Jastro Curve Realignment (Draft 2012 State Rail Plan)		\$50,000,000
Local Passenger Rail	Wasco, Bakersfield	Corridor Wide Signal Upgrades to 90 MPH - Oakland to Bakersfield (Draft 2012 State Rail Plan)		\$55,000,000
Local Passenger Rail	Wasco, County	Double Track BNSF Wasco to Corcoran (Draft 2012 State Rail Plan)		\$200,000,000
Local Passenger Rail	Eastern California	Mammoth Lakes to Lancaster/Palmdale (2005 E. Sierra Public Transit Study)		\$3,335,000,000
Local Passenger Rail	Metro Bakersfield	Rail Connections to High Speed Rail Station		\$200,000,000
Commuter Rail	Buttonwillow , SW Bakersfield	Metro/Southwest Corridor (2012 Commuter Rail Study)		\$158,300,000
Commuter Rail	Arvin, Lamont, SE Bakersfield	Metro/Southeast Corridor (2012 Commuter Rail Study)		\$162,400,000
Commuter Rail	Wasco, Shafter, NW Bakersfield	Metro/Northwest Corridor (2012 Commuter Rail Study)		\$220,600,000
Commuter Rail	Mojave, Cal City, Tehachapi	Metrolink Service Extension - Tehachapi Corridor (2012 Commuter Rail Study)		\$231,300,000
Commuter Rail	Delano, McFarland	Metro/Airport, Delano Corridor (2012 Commuter Rail Study)		\$317,800,000
Light Rail	Bakersfield	Metropolitan Bakersfield Light Rail System (2012 Long Range Transit Plan)		\$4,000,000,000
High Speed Rail	Kern, L.A. County	Northwest of Bakersfield to Palmdale (potential early initial operating segment from Madera to Palmdale Metrolink Service)		\$20,000,000,000
		Sub-total		\$29,087,700,000

ATTACHMENT "A"

November 4, 2015
 TTAC – 2018 RTP
 Page 3

Beyond 2040 - Freight rail							
Project	Location	Scope				YOE Cost	Project ID
Intermodal hub	Delano	RailEx Expansion Phase 3 (Draft SJV Interregional Goods Movement Plan IGM)				\$20,000,000	
Intermodal hub	Shafter	Shafter Inland Port Phases 2 & 3 (Draft SJV IGMP)				\$60,000,000	
shortline rail	Delano, Shafter, McFarland	Shortline Rail Rehabilitation and Gap Closure (Draft SJV IGMP)				\$100,000,000	
shortline rail	Bakersfield	SJVR - Expand Bakersfield Yard Capacity (Draft SJV IGMP)				\$250,000,000	
shortline rail	Arvin, Tejon, Buttonwillow	SJVR - Shortline Rail Improvements (Draft SJV IGMP)				\$100,000,000	
shortline rail	Mojave	Mojave - Airport Rail Access Improvements (Draft SJV IGMP)				\$3,000,000	
		Sub-total				\$533,000,000	
Beyond 2040 - Active Transportation							
Project		Scope				YOE Cost	Project ID
Future long-range non-motorized updates for bicycle and pedestrian related infrastructure may indicate a greater need for capital improvements. During the life of this plan, current expectations may be met as outlined in recent long-range bike and pedestrian studies and reflected in Table 5.1. Should these expectations change in the future this plan will be updated.							
		Sub-total				\$0	
Beyond 2040 - Aviation							
Airport		Scope				YOE Cost	Project ID
Delano Municipal		Capital Improvements				\$180,000	
Elk Hills - Buttonwillow		Capital Improvements				930,000	
Inyokern		Capital Improvements				2,651,000	
Kern Valley		Capital Improvements				3,672,000	
Lost Hills		Capital Improvements				1,300,000	
Meadow s Field		Capital Improvements				7,250,000	
Mojave		Capital Improvements				3,388,000	
Poso		Capital Improvements				2,045,000	
Shafter - Minter Field		Capital Improvements				3,630,000	
Taft		Capital Improvements				5,498,000	
Tehachapi Municipal		Capital Improvements				6,212,000	
Wasco		Capital Improvements				1,315,000	
California City		Capital Improvements				6,607,000	
		Sub-total				\$44,678,000	

ATTACHMENT "A"

November 4, 2015
 TTAC – 2018 RTP
 Page 4

TABLE 5.2 - Unconstrained Program of Projects Continued

Major Highway Improvements							
Project	Location	Scope				YOE Cost	Project ID
Beyond 2040 - Major Highway Improvements							
Interstate 5	Kern	From Fort Tejon to Rt 99 - w iden to ten lanes				\$86,000,000	KER08RTP027
Interstate 5	Kern	7th Standard Rd Interchange - reconstruct				54,000,000	KER08RTP028
Route 33	Maricopa	Welch St to Midw ay Rd - w iden to four lanes				88,000,000	KER08RTP029
Route 43	Shafter	7th Standard Rd to Euclid Ave - w iden to four lanes				37,000,000	KER08RTP030
Route 46	Wasco	I-5 to Jumper Ave - w iden to four lanes				118,000,000	KER08RTP031
Route 46	Wasco	Jumper Ave (North) to Rt 43 - w iden to four lanes				130,000,000	KER08RTP079
Route 46	Wasco	Rt 46 @ BNSF - construct grade separation				39,500,000	KER08RTP119
Route 46	Kern	Near Lost Hills at Interstate 5 - upgrade and w iden interchange				130,000,000	KER08RTP033
Route 46	Wasco	Rt 43 to Rt 99 - w iden to four lanes				70,000,000	KER08RTP032
Route 58	Kern	Rosedale Highw ay - I-5 to Rt 43 - w iden to four lanes				31,000,000	KER08RTP038
Route 58	Bakersfield	Future Rt 58 from I-5 to Heath Rd at Stockdale Hw y - construct new freew				500,000,000	KER08RTP114
Route 58	Tehachapi	Dennison Rd - construct interchange				33,000,000	KER08RTP036
Route 58	Bakersfield	Near General Beale Rd - new truck w eigh station				11,000,000	KER08RTP034
Route 58	Kern/Tehachapi	East of Tehachapi to General Beale Rd - truck auxillary lanes / escape ran				86,000,000	KER08RTP035
Route 58	Bakersfield	General Beale Rd - construct new interchange				54,000,000	KER08RTP037
Route 65	Kern	Merle Haggard Dr to County Line - w iden to four lanes				216,000,000	KER08RTP039
Route 99	County/Bkfd	Rt 99 @ Minkler Spur - construct grade separation				69,000,000	KER08RTP134
Route 119	Taft	Rt 33 to Cherry Ave - w iden to four lanes				54,000,000	KER08RTP040
Route 119	Taft	Tupman Rd to I-5 - w iden to four lanes				60,000,000	KER08RTP041
Route 155	Delano	Rt 99 to Brow ning Rd - four lanes; reconstruct				32,000,000	KER08RTP042
Route 155	Delano	Rt 155 @ UPRR - construct grade separation				39,500,000	KER08RTP120
Route 166	Maricopa	Basic School Rd - reconstruct intersection grade				517,582	KER08RTP043
Route 178	Kern Canyon	Vineland to China Garden - new freew ay				500,000,000	KER08RTP044
Route 204	Bakersfield	(Golden State Ave) Rt 99 to M St - construct operational improvements				100,000,000	KER08RTP082
Route 184	Bakersfield	Rt 184 / Morning Dr. @ UPRR - construct grade separation				69,000,000	KER08RTP122
Route 202	Tehachapi	Tucker to Woodford-Tehachapi Rd - w iden to four lane				9,704,661	KER08RTP047
Route 223	Near Arvin	Rt 99 to Rt 184 - w iden to four lanes				69,010,921	KER08RTP048
Route 223	Arvin	East Arvin city limits to Rt 58 - w iden to four lanes				64,697,738	KER08RTP049
US 395	Johannesburg	San Bdo County Line to Rt 14 - w iden to four lanes				244,000,000	KER08RTP050

ATTACHMENT "A"

November 4, 2015
 TTAC – 2018 RTP
 Page 5

TABLE 5.2 - Unconstrained Program of Projects Continued							
Major Highway Improvements							
Project	Location	Scope				YOE Cost	Project ID
Beyond 2040 - Major Highway Improvements							
South Beltway	Bakersfield	I-5 to Rt 58 - new expressway				\$610,000,000	KER08RTP074
Santa Fe Way	Bakersfield	Hageman to Los Angeles Ave - widen to four lanes				127,238,885	KER08RTP051
East Beltway	Bakersfield	Rt 58 to Morning Drive - construct new expressway				200,000,000	KER08RTP078
Beale Road	Bakersfield	L St/Beale @ BNSF - construct grade separation				69,000,000	KER08RTP127
Q Street	Bakersfield	Q St @ UPRR near Golden State Hwy - construct grade separation				59,000,000	KER08RTP136
Comanche Drive	Cnty/Bkfd	Comanche Dr. @ UPRR - construct grade separation				59,000,000	KER08RTP123
Olive Drive	County/Bkfd	Olive Dr. @ UPRR - construct grade separation				69,000,000	KER08RTP129
Renfro Road	County/Bkfd	Renfro Rd @ BNSF - construct grade separation				59,000,000	KER08RTP130
California City Blvd	California City	Rt 14 east six miles - widen to four lanes				22,000,000	KER08RTP052
Twenty Mule Team Rd	California City	California City Blvd to Rt 58 - widen to four lanes				21,565,913	KER08RTP053
North Gate Road	California City	California City Blvd to North Edwards - construct new four lane road				60,384,555	KER08RTP054
Woolomes Ave.	Delano	Rt 99 - widen bridge to four lanes; reconstruct ramps				134,000,000	KER08RTP056
Garces Highway	Delano	Interstate 5 to Rt 99 - widen to four lanes				288,983,230	KER08RTP057
Cecil Ave.	Delano	Wasco Pond Rd to Albany St - widen to four lanes				17,800,000	KER08RTP055
Kimberlina Road	Kern / Wasco	Kimberlina Rd @ BNSF - construct grade separation				59,000,000	KER08RTP132
Red Apple Rd	Kern	Tucker Rd to Westwood Blvd - widen to four lanes				4,313,183	KER08RTP058
Sierra Way	Kern	Lake Isabella at South Fork Bridge - reconstruct bridge				51,758,190	KER08RTP059
Frazier Park	Kern	Park and Ride facility near Frazier Park Blvd				12,939,548	KER08RTP060
Wheeler Ridge Rd	Kern	I-5 to Rt 223 - widen to four lanes				129,395,476	KER08RTP061
K Street	Kern	Mojave - extend K St to Rt 14				12,939,548	KER08RTP063
Kratzmeyer Road	Kern	Kratzmeyer Rd @ BNSF - construct grade separation				59,000,000	KER08RTP128
Airport Drive	Kern	Airport Dr. @ UPRR - construct grade separation				69,000,000	KER08RTP131
Rosamond Blvd	Kern	Rosamond Blvd @ UPRR - construct grade separation				69,000,000	KER08RTP133
K Street	Kern / Mojave	K St @ UPRR - construct grade separation				69,000,000	KER08RTP135
Elmo Highway	McFarland	Elmo Hwy @ UPRR - construct grade separation				69,000,000	KER08RTP124
Dennison Road	Tehachapi	Green St/ Dennison Rd @ UPRR - construct grade separation				69,000,000	KER08RTP121
Teh. Willow Springs Rd	Tehachapi	Rt 58 to Rosamond Blvd - widen to four lanes				150,961,389	KER08RTP064
Valley Blvd	Tehachapi	Tucker Rd to Curry St - widen to four lanes				23,722,504	KER08RTP065
Kern Ave.	McFarland	Pedestrian bridge at Rt 99 - reconstruct				5,391,470	KER08RTP066
Mahan St	Ridgecrest	Inyokern to South China Lake Blvd - widen to four lanes				32,348,869	KER08RTP067
Richmond Rd	Ridgecrest	E Ridgecrest Blvd - widen to four lanes				6,469,774	KER08RTP068
Bowman Rd	Ridgecrest	China Lake to San Bernardino Blvd - reconstruct				4,313,183	KER08RTP069

ATTACHMENT "A"

November 4, 2015
 TTAC – 2018 RTP
 Page 6

TABLE 5.2 - Unconstrained Program of Projects Continued						
Major Highway Improvements						
Project	Location	Scope			YOE Cost	Project ID
Beyond 2040 - Major Highway Improvements						
S. China Lake Blvd	Ridgecrest	Rt 395 to College Heights - reconstruct			\$36,662,052	KER08RTP070
Lerdo Highway	Shafter	Lerdo Hwy / Beech Ave @ BNSF - construct grade separation			69,000,000	KER08RTP125
Burbank Street	Shafter	Burbank St @ BNSF - construct grade separation			59,000,000	KER08RTP126
7th Standard Rd	Shafter	I-5 to Santa Fe Way - widen to four lanes			90,576,833	KER08RTP072
Zachary Rd	Shafter	7th Standard Rd to Lerdo Hwy - widen to four lanes			34,505,460	KER08RTP073
West Beltway-South	South metro	Taft Hwy to I-5 - extend freeway			100,000,000	KER08RTP075
West Beltway-North	North metro	7th Standard Rd to Rt 99 -extend freeway			100,000,000	KER08RTP076
		Sub-total			\$6,179,200,961	
Beyond 2040 - Local Streets and Roads						
Project	Location	Scope			YOE Cost	Project ID
Various Locations	Region	Bridge and street widening; reconstruction; signalization			\$500,000,000	
		Sub-total			\$500,000,000	
Beyond 2040 - Summary of Unconstrained Projects						
		Program Category			Totals	
		Major Highway Improvements			\$6,179,200,961	
		Local Streets and Roads			500,000,000	
		Transit			28,887,700,000	
		Active Transportation			0	
		Aviation			44,678,000	
		Grand Total			\$35,611,578,961	



November 4, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Peter Smith,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: XVI
STATE SELECTED ACTIVE TRANSPORTATION PROGRAM PROJECTS

DESCRIPTION:

The Active Transportation Program (ATP) provides funding for non-motorized transportation projects, safe routes to schools projects and active transportation planning programs.

DISCUSSION:

The State of California Administers the Active Transportation Program. A call-for-projects was issued on March 26, 2015, with a submittal deadline of June 1, 2015. By the submittal deadline twenty three (23) ATP applications from the Kern region had been tendered to the California Transportation Commission (CTC), requesting nearly \$21 million. State-wide, 996 projects were submitted for a total value of \$1.2 billion. \$359 million is available state-wide for allocation in this cycle.

At the CTC meeting of October 20-21 six (6) projects submitted from the Kern Region were approved for funding. The projects are:

1. Mojave Pedestrian Improvement Project. Submitted by the Kern County Roads Department, \$896,000 was allocated from the ATP to help fund the \$1,246,000 total project. This project was the highest scoring in the ATP state-wide competition with a score 99 of 100 possible. Several areas of Mojave will have sidewalk installed to greatly improve pedestrian safety.
2. Lamont Pedestrian Improvement Project. Submitted by the Kern County Roads Department \$1,430,000 was allocated from the ATP to help fund the \$1,980,000 total project cost. Sidewalk and other pedestrian improvements will be made in the community of Lamont to improve pedestrian safety.
3. "A" Street Improvement Project. Submitted by the City of Bakersfield \$1,055,000 was allocated from the ATP to help fund the \$1,110,000 total project cost. Pedestrian improvements will be made along "A" in the Oleander area of the city of Bakersfield.
4. Kern Avenue Elementary School Safe-Routes-to-School Connectivity Project 2. Submitted by City of McFarland \$293,000 was allocated from the ATP to pay for sidewalk improvements in the vicinity of the Kern Avenue Elementary School.
5. Rail Corridor Project. Submitted by the City of Tehachapi \$2,042,000 was allocated from the ATP to help fund the \$2,242,000 project that will improve pedestrian safety along the railroad corridor that divides the city. Unsafe Pedestrian traffic across the rail lines has been an on-

going issue and this project will provide infrastructure that prevents unsafe crossing of the railroad tracks.

6. Kern County Active Transportation Plan. Submitted by the Kern Council of Governments \$250,000 was allocated from the ATP to fund a planning study that will inventory existing Active Transportation facilities, identify deficiencies and develop a system for prioritizing funding for new projects.

ACTION: Information



XVII.

TTAC

November 4, 2015

TO: TRANSPORTTION TECHNICAL ADVISORY COMMITTEE

FROM: Ahron Hakimi,
Executive Director

By: Peter Smith,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: XVII
REGIONALLY SELECTED ACTIVE TRANSPORTATION PROGRAM PROJECT

DESCRIPTION:

The Active Transportation Program (ATP) provides funding for non-motorized transportation projects, safe routes to schools projects and active transportation planning programs.

DISCUSSION:

The State of California Administers the Active Transportation Program. A call-for-projects was issued on March 26, 2015, with a submittal deadline of June 1, 2015. By the submittal deadline twenty three (23) ATP applications from the Kern region had been tendered to the California Transportation Commission (CTC), requesting nearly \$21 million. State-wide, 996 projects were submitted for a total value of \$1.2 billion. \$359 million is available state-wide for allocation in this cycle.

There are two “pots” of funding for the ATP, namely State Funded and Regionally Funded. As previously presented to the Transportation Planning Policy Committee, the Kern Region was awarded six (6) using State funding.

Under the process adopted by the Kern Council of Governments, the ranking of the projects by experts retained by the California Transportation Commission is followed in the Regionally funded project selection, following a review committee meeting of the ranked projects. The review committee comprised of technical staff from the County of Kern, the City of Bakersfield and the City of Tehachapi met on October 6, 2015. They reviewed the remaining ATP projects and concurred with the rankings. The project ranked next-in-line for funding was the Kern County Kern River Parkway Bike Trail Western Extension Phase I, requesting \$4,849,000 in ATP funding as a portion of the total project cost of \$6,149,000. The Regional funding “pot” totals \$3,549,000. The County of Kern has committed the outstanding \$2,600,000 to complete the project.

The following is a time-line of the approval sequence:

CTC staff recommendations for state-wide and small urban and rural areas:	Sept. 15, 2015
Kern COG Review Committee meets to finalize Regional projects	Oct. 6, 2015
CTC adopts state-wide and small urban and rural areas portion of program:	Oct. 21-22, 2015
Projects not programmed distributed to large MPOs based on location:	October 22, 2015
Kern COG Transportation Technical Advisory Committee Recommendation:	November 4, 2015
CTC is notified of regional project recommendations:	November 5, 2015
Deadline for MPO project programming recommendations to CTC:	November 16, 2015
Kern COG to submit recommended list of projects and contingency list	November 16, 2015
KCOG Transportation Planning Policy Committee Approval:	November 19, 2015
KCOG submits approved regional project list to CTC:	November 20, 2015

CTC adopts MPO selected projects:

December 9-10, 2015

Once the project is approved by the CTC the following dates are important in obtaining a Notice to Proceed:

Active Transportation Program – **MPO** program of projects – DRAFT Timelines

Date	Event
December 9-10, 2015	CTC meeting to adopt MPO Program of Projects
January 8, 2016	Start 14-day public review period for FTIP Amendment
January 21, 2016	Draft Amendment presented to Transportation Planning Policy Committee (TPPC) with public hearing
January 22, 2016	End of 14-day public review period for FTIP Amendment
January 25, 2016	Kern COG Executive Director approval of FTIP Amendment
January 25, 2016	Submit Final Amendment to state and federal agencies for approval
March 2016	Anticipated federal approval of FTIP Amendment

If try to advance project from a future fiscal year...

Date	Action
March 21, 2016*	Submit CTC allocation vote request
May 18-19, 2016	CTC meeting to approve allocation vote
May 20, 2016	Submit Request for Authorization
August 2016	Anticipated approval of E-76

If submit allocation vote in the beginning of 16/17 fiscal year...

Date	Action
June 20, 2016*	Submit CTC allocation vote request
August 17-18, 2016	CTC meeting to approve allocation vote
August 19, 2016	Submit request for authorization
November 2016	Anticipated approval of E-76

If submit following Kern COG's Project Delivery Policy deadline for 16/17 fiscal year...

Date	Action
November 2016*	Submit CTC allocation vote request
January 2017	CTC meeting to approve allocation vote
January 2017	Submit request for authorization
April 2017	Anticipated approval of E-76

Note: * The agenda preparation schedule is not yet available for calendar years 2016, 2017, and 2018. The deadline to submit requests is usually two months prior to the CTC meeting.

** If the project is allocated state dollars, then the project does not need an E-76.

ACTION:

Recommend approval of Kern River Parkway Bike Trail Western Extension Phase I project submitted by the County of Kern as the Regionally Funded Active Transportation Program project to the Transportation Planning Policy Committee.

KERN COUNCIL OF GOVERNMENTS
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE AND
CONGESTION MANAGEMENT AGENCY TECHNICAL ADVISORY COMMITTEE

KERN COG CONFERENCE ROOM
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA

WEDNESDAY
DECEMBER 2, 2015
10:00 A.M.

Call in Number: 1-312- 757-3121
Access Code: 440-998-741

I. ROLL CALL:

- II. PUBLIC COMMENTS:** This portion of the meeting is reserved for persons to address the Committee on any matter not on this agenda but under the jurisdiction of the Committee. Committee members may respond briefly to statements made or questions posed. They may ask a question for clarification; make a referral to staff for factual information or request staff to report back to the Committee at a later meeting. **SPEAKERS ARE LIMITED TO TWO MINUTES. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD PRIOR TO MAKING A PRESENTATION.**

Disabled individuals who need special assistance to attend or participate in a meeting of the Transportation Technical Advisory Committee may request assistance at 1401 19th Street, Suite 300; Bakersfield CA 93301 or by calling (661) 861-2191. Every effort will be made to reasonably accommodate individuals with disabilities by making meeting material available in alternative formats. Requests for assistance should be made at least three (3) working days in advance whenever possible.

III. APPROVAL OF DISCUSSION SUMMARY: Meeting of November 4, 2015

IV. LOW CARBON TRANSPORTATION OPERATIONS PROGRAM (LCTOP) REAPPORTIONMENT

Comment: The City of Tehachapi does not have a valid Low Carbon Transportation Operations Program (LCTOP) project. The City of Tehachapi desires to reapportion its \$12,894 in LCTOP to another eligible applicant.

Action: Nominate eligible LCTOP project for reapportioned Tehachapi monies.

V. MEMBER ITEMS

VI. ADJOURNMENT

The next scheduled meeting for the Transportation Technical Advisory Committee will be Wednesday January 6, 2016

KERN COUNCIL OF GOVERNMENTS
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE AND
CONGESTION MANAGEMENT AGENCY TECHNICAL ADVISORY COMMITTEE

KERN COG CONFERENCE ROOM
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA

WEDNESDAY
September 30, 2015
10:00 A.M.

Chairman Schlosser called the meeting to order at approximately 10 a.m. A “sign-in” sheet was provided.

I. ROLL CALL

MEMBERS PRESENT:

Dennis Speer	City of Ridgecrest
Paul Marquez	Caltrans
Dennis McNamara	City of McFarland
Pedro Nunez	City of Delano
Jeremy Bowman	City of Wasco
Jay Schlosser	City of Tehachapi
Bob Neath	Kern County
Robert Ruiz	City of Arvin
Steve Woods	GET
Wayne Clausen	City of Shafter
Craig Jones	City of Taft
Ted Wright	City of Bakersfield
Craig Platt	City of California City

STAFF:

Ahron Hakimi	Kern COG
Peter Smith	Kern COG
Joe Stramaglia	Kern COG
Rob Ball	Kern COG
Bob Snoddy	Kern COG
Tami Jones	Kern COG
Ben Raymond	Kern COG
Raquel Pacheco	Kern COG
Rochelle Invina	Kern COG
Robert Phipps	Kern COG

OTHER:

Allison Joe	Strategic Growth Council
Suzanne Forrest	City of Shafter
Viviana Zamora	City of Delano
Scott Fieber	KCSOS
Rob McCombs	KCSOS
Jason Cater	Bike Bakersfield
Cindy Parra	Bike/Pedestrian Safety Coalition
Bill Gollwick	Tejon Tribe

- II. PUBLIC COMMENTS:** This portion of the meeting is reserved for persons to address the Committee on any matter not on this agenda but under the jurisdiction of the Committee. Committee members may respond briefly to statements made or questions posed. They may ask a question for clarification, make a referral to staff for information or request staff to report to the Committee at a later date.

SPEAKERS ARE LIMITED TO TWO MINUTES. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD PRIOR TO MAKING A PRESENTATION

Allison Joe from the Strategic Growth Council (SGC) introduced herself. She noted that she was attending the meeting because she had been at Kern COG the previous day holding small individual consultations on the Affordable Housing and Sustainable Communities program. Ms. Joe advised that the SGC had approximately 400million dollars to invest in affordable housing development and transportation transit improvements. She explained the focus of this program is to reduce vehicle trips.

Ms. Joe stated that she would be happy to be a resource for any projects that any of the cities may have.

- III. **APPROVAL OF DISCUSSION SUMMARY:** Meeting of September 30, 2015. Mr. McNamara noted that he was not listed as being present at the September 30, 2015 meeting, however, he stated that he was in attendance. Mr. Neath made a motion to approve the discussion summary with the amended change. Mr. Clausen seconded the motion to recommend approval to the Transportation Planning Policy Committee. Motion carried.

IV. **FISCAL YEAR 2015-16 TRANSPORTATION DEVELOPMENT ACT (TDA) PUBLIC TRANSIT CLAIM – COUNTY OF KERN FOR \$5,746,180**

Mr. Snoddy presented the FY 2015-16 Transportation Development Act Public Transit claim for the County of Kern (Kern Transit) for \$5,746,180

The action requested is to review the FY 2015-16 TDA Public Transit Claim for the County of Kern for \$5,746,180 and recommend approval to the Transportation Planning Policy Committee. Mr. Speer noted that it stated on the staff report that the claimant was the City of Wasco. Mr. Snoddy noted that was a typo. Mr. Clausen made a motion to approve the action as stated by Mr. Snoddy. Mr. McNamara seconded the motion. Motion Carried

V. **FISCAL YEAR 2015-2016 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS CLAIM – COUNTY OF KERN FOR \$3,506,543**

Mr. Snoddy presented the fiscal year 2015-16 transportation development act (tda) streets and roads claim – County of Kern for \$3,506,543.

Mr. Platt made a motion to recommend approval to the Transportation Planning Policy Committee. Mr. Bowman seconded the motion. Motion Carried.

VI. **KERN REGION PROP. 1B TRANSIT SAFETY CALL FOR PROJECTS FOR FISCAL YEARS 2015-2016 (\$676,193)**

Mr. Snoddy stated that the Governor's Office of Emergency Services (Cal OES) has announced a FY 2015-16 call for projects for the Transit Systems Safety, Security and Disaster Relief Account (TSSSDRA) funded by Proposition 1B for \$676,193.

Mr. Snoddy asked the Committee members to submit their projects to him by Friday, November 6th.

This item was for information only.

VII. **FY 2016-17 OVERALL WORK PROGRAM**

Mr. Phipps stated that Kern COG is developing its 2016-17 Overall Work Program and is soliciting eligible projects for possible inclusion.

This item was for information only.

VIII. FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AMENDMENT #13 – TIMELINE

Ms. Pacheco stated that an amendment has been processed that includes revisions to the State Highway Operations and Protection Program, Highway Bridge Program, and Regional Surface Transportation Program as well as introduces new Non-motorized Program projects from the Cycle 2 Statewide Active Transportation Program. The public review period begins November 6, 2015.

This item is for information only.

IX. PROJECT ACCOUNTABILITY TEAM REPORT

Ms. Pacheco stated that the corrected comment on the agenda is that 98% of project funding in fiscal year 15/16 has not been submitted for funding authorization. Caltrans District 6 announced that effective September 21, 2015, Shane Gunn is the new Environmental Senior that will handle the NEPA process for all Caltrans Local Assistance projects.

This item was for information only.

X. CONGESTION MITIGATION AIR QUALITY (CMAQ) - PROJECT DELIVERY PRESENTATION

Mr. Woods stated that project title is Public Transit Center
Mr. Woods presented that the design was originally scheduled for completion September 30, 2015. Due to the fact that they did not receive funding from the Federal Transit Administration until September 14, 2015, they are extending the date to March 31, 2016. The construction phase is scheduled to be complete December 31, 2016.
Mr. Schlosser asked if the project had received funding authorization for environmental. Mr. Woods responded yes.
Mr. Woods added that the construction request for funding would be submitted in the next weeks.

This item was for information only.

XI. CONGESTION MITIGATION AIR QUALITY (CMAQ) – SUMMARY OF COMMENTS AND RESPONSES

Mr. Hakimi provided a CMAQ Policy overview regarding the Kern region's air quality non-attainment status, the need to select projects that demonstrate air quality benefits, and the State of California direction to work toward zero emissions. He discussed electric vehicles as one example to meet the zero emission goal.

Kern COG has reviewed the CMAQ applications and prepared a draft summary of comments. Staff will continue to complete its review of applications to clarify the following concerns:

- Purpose and need issues;
- Potentially ineligible project elements;
- Emission calculation inputs and formulas;
- Cost effectiveness based on revised emission calculations; and
- Verification of cost estimates (application inconsistency with backup documentation).

Ms. Pacheco stated that at each station an envelope was provided with the Draft CMAQ summary of comments and responses Version 1, a CD with all CMAQ applications received, and a memo requesting the Transportation Technical Advisory Committee submit comments by November 25th. Comments received will be circulated to the respective applicant. Responses from the applicants will be discussed at the TTAC subcommittee review workshop tentatively scheduled for December 14, 2015. Kern COG staff will not circulate the

draft ranked program of projects until after the TTAC subcommittee review of applications. The Kern COG Board is scheduled to adopt the final program in April 2016.

The TTAC discussed the viability of CNG vehicles versus electric vehicles and criteria used for calculating emissions using California Air Resources Board methodology.

The TTAC requested that Ms. Pacheco send via email the Proterra presentation web link.

This item was for information only.

XII. KERN COG OFFERS GEOGRAPHIC INFORMATION SYSTEM (GIS) SERVICES AND MAPPING SUPPORT AGREEMENTS TO MEMBER AGENCIES

Mr. Smith took this item for Mr. Liu. Mr. Smith stated that Maricopa, Wasco, Shafter, the East Kern Resource Conservation District and the Kern Water Agency have on-going agreements with Kern COG to provide on call, priority GIS mapping and technical support on an as needed basis for a fixed hourly rate in addition to Kern COG's normal level of technical assistance at no charge as resources are available.

Mr. Ball added that the program and the agreements are on an as needed basis.

This item was for information only.

XIII. 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Stramaglia stated that the 2016 Regional Transportation Improvement Program Capital Improvement Program was presented as a draft at the October TTAC meeting. Mr. Stramaglia noted that there had been no changes to it.

The action requested is to recommend the Transportation Planning Policy Committee approve Attachment A and direct staff to submit the 2016 RTIP document to Caltrans and the CTC.

Mr. Wright made a motion to recommend approval to the Transportation Planning Policy Committee. Mr. Clausen seconded the motion.

XIV. 2018 REGIONAL TRANSPORTATION PLAN – ADMINISTRATIVE DRAFT TABLE 5.1 CAPITAL IMPROVEMENT PROGRAM

Mr. Stramaglia stated that the 2018 Regional Transportation Plan update has been initiated by Kern COG and the Capital Improvement Program of financially constrained projects is an integral element of this update.

Mr. Stramaglia answered questions from the committee.

This item was for information only.

XV. 2018 REGIONAL TRANSPORTATION PLAN – ADMINISTRATIVE DRAFT TABLE 5.2 CAPITAL IMPROVEMENT PROGRAM

Mr. Stramaglia stated that the 2018 Regional Transportation Plan update has been initiated by Kern COG and the Capital Improvement Program of unfunded projects is an integral element of this update.

This item was for information only.

XVI. STATE SELECTED ACTIVE TRANSPORTATION PROGRAM PROJECTS

Mr. Smith advised that 6 projects were approved for funding at the October CTC meeting.

This item was for information only.

XVII. REGIONALLY SELECTED ACTIVE TRANSPORTATION PROGRAM PROJECT

Mr. Smith stated that the Active Transportation Program (ATP) provides funding for non-motorized transportation projects, safe routes to schools projects and active transportation planning programs. Mr. Smith detailed the Kern River parkway Bike Trail Western Extension Phase I project that was submitted by the County of Kern.

The action requested is to recommend approval of Kern River Parkway Bike Trail Western Extension Phase I project submitted by the County of Kern as the Regionally Funded Active Transportation Program project to the Transportation Planning Policy Committee.

Mr. Clausen made a motion to recommend approval to the Transportation Planning Policy Committee. Mr. Woods seconded it. Motion Carried.

XVIII. MEMBER ITEMS

Mr. Woods requested that the committee consider rescheduling the Project Accountability meeting to a different time. Ms. Pacheco stated that she would provide some alternate times to the committee to find a date that would allow for more committee members to attend.

XIX. ADJOURNMENT

The December 2, 2015 meeting of the Transportation Technical Advisory Committee is scheduled to be dark. The next scheduled meeting will be Wednesday January 6, 2016. With no further business the committee adjourned at 11:25 AM.



IV. TTAC

December 2, 2015

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Robert M. Snoddy,
Regional Planner

SUBJECT: SPECIAL MEETING TTAC AGENDA ITEM: IV
LOW CARBON TRANSPORTATION OPERATIONS PROGRAM (LCTOP)
REAPPORTIONMENT

DESCRIPTION:

The City of Tehachapi does not have a valid Low Carbon Transportation Operations Program (LCTOP) project. The City of Tehachapi desires to reapportion its \$12,894 in LCTOP to another eligible applicant.

DISCUSSION:

According to Kern COG's adopted *Low Carbon Transit Operations Program (LCTOP)* Policy, the Kern COG Transportation Technical Advisory Committee (TTAC) and Transportation Planning Policy Committee (TPPC) may nominate a regional LCTOP project(s) in order that revenue is not lost to another region. The City of Tehachapi reported to Kern COG staff on November 3, 2015 that it will not have an eligible LCTOP project for the FY 2015-16 program of projects. This requires Kern COG staff to reapportion Tehachapi's FY 2015-16 LCTOP apportionment:

99313 Kern COG regional funds	\$12,843
99314 Agency only funds	\$51
Total	\$12,894

In order for the Kern Region to retain this projected LCTOP surplus (\$12,843), environmentally clear and shovel ready projects must be identified, and submitted to Caltrans no later than February 1, 2016. To meet this deadline, Kern COG staff recommends holding a **special TTAC meeting in December 2, 2016 at 10:00 a.m.** to nominate LCTOP eligible projects.

Special TTAC Meeting (teleconference capability will be offered)

Member agency representatives are invited to attend a special TTAC meeting and provide a ten-minute presentation to promote their project. Meeting participants will then score the project based upon Kern COG's LCTOP Policy. While considering LCTOP eligible projects, please note: FY 2015-16 funds may be retained for a three-year project. Kern COG will compile the results of the ranking exercise, provide a financially constrained list of projects that meet Kern COG's LCTOP policy and fill the currently identified programming surplus capacity of \$12,843. Kern COG will electronically forward the updated LCTOP Regional Surplus Worksheet with the prioritized projects.

Once the above process is completed, a new apportionment schedule and regional program of projects will be submitted to the January TTAC and TPPC agendas for adoption. The adopted FY 2015-16 will then be forwarded to Caltrans for processing prior to the February 1, 2016 deadline.

ACTION: Nominate eligible LCTOP project for reapportioned Tehachapi monies.