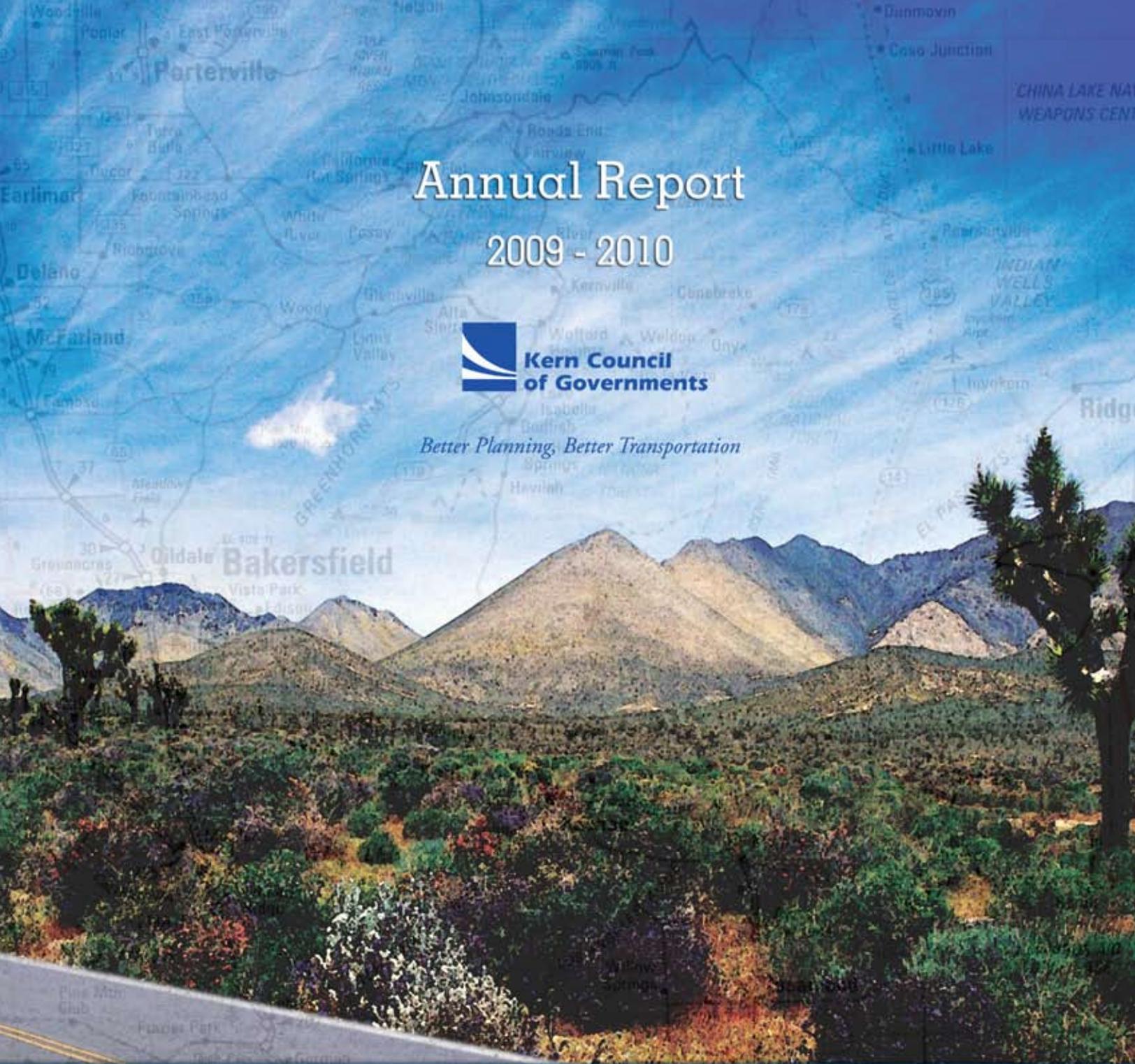


Annual Report 2009 - 2010



Better Planning. Better Transportation



MEMBER AGENCIES & REPRESENTATIVES

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Kern COG Chairman
Taft Council Member



Arvin	Timothy Tarver
Bakersfield	Zack Scrivner
California City	Nicholas Lessenevitch
Delano	Sam Ramirez
Maricopa	Gary Mock
McFarland	Ken Rosson
Ridgecrest	Steve Morgan
Shafter	Cathy Prout
Taft	Paul Linder
Tehachapi	Philip A. Smith
Wasco	Cheryl Wegman
Kern County	Jon McQuiston
Kern County	Michael J. Rubio
Caltrans	James Perrault
GET	Howard Silver
Joint Planning Policy Board	Scott Kiernan

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LONG-RANGE PLANNING

Marilyn Beardslee
Senior Planner

KERN COUNCIL OF GOVERNMENTS

Kern Council of Governments is a state-designated regional transportation planning agency and federally recognized metropolitan planning organization comprising elected officials and selected representatives from Kern County and the cities of Arvin, Bakersfield, California City, Delano, McFarland, Maricopa, Ridgecrest, Shafter, Taft, Tehachapi and Wasco through a joint powers agreement.

Kern COG sets transportation priorities, selects projects and distributes state and federal monies to its members to maintain, repair and support opera-

tions of local roadways, public transportation and other transportation systems, and works with Caltrans to plan, select and construct major highway projects.

Kern COG also offers its members various services such as computer modeling and support, data gathering and population projections, as well as assistance applying for federal and state funds. The following is a summary, by section, of the agency's major activities during fiscal year 2009-2010. ▲

2009 - 2010 REVENUE AND EXPENDITURES



▶ TRIENNIAL PERFORMANCE AUDIT (TPA)

The California Public Utilities Code requires Kern COG to designate entities other than itself to conduct a performance audit of those transit operators under its jurisdiction every three years. In January, Kern COG contracted with Moore & Associates to carry out the performance audit of its activities and those of each transit operator to whom is allocated funds under the Transportation Development Act.

The consultant uses a variety of operator and Kern COG documents required by the Act to ensure that the agency being audited (including Kern COG) is in compliance. If a deficiency is found, the consultant recommends a correction and timetable in which to implement the correction. The TPA was completed in June and recommendations/corrections were submitted to the Kern COG Board and the respective governing boards of the county transit operators. ▲



▶ 2010 LEGISLATIVE PROGRAM

In January 2010, Kern COG Board members traveled to Washington, D.C. to request federal funding for several regional projects, including \$5 million each for widening projects on State Route 58 in Bakersfield, State Route 14 near Ridgecrest and State Route 46 in Lost Hills.

Rep. Jim Costa (D-Fresno) included a \$5 million request for a new interchange on State Route 46 at Lost Hills in his 2011 transportation appropriations request; however, the funding was stripped from the bill in committee.

The new emphasis on a legislative program that Kern COG's Board began in 2009 is intended to compete with larger metropolitan regions for a larger slice of federal funding. Kern COG has joined its sister agencies

throughout the San Joaquin Valley to exert more influence over state and federal lawmakers, including trips by city councilmembers and county supervisors to both Sacramento and Washington, D.C.

By banding together on common legislative goals, the eight San Joaquin Valley counties have managed to carve out a \$1 billion earmark for State Route 99 in the Proposition 1B transportation bond of 2008. In addition, the coalition was able to kill a state Senate bill that would have placed a transportation tax on goods coming from ports in Long Beach, San Pedro and Oakland through the Valley. Under the proposal, Valley counties received none of the revenue.

One trip each is planned to Sacramento and Washington, D.C. annually for Board members to meet with legislative representatives and lay out Kern COG's policy goals. ▲

▶ CALL BOXES

Kern COG also acts as the Kern Motorist Aid Authority (KMAA), which operates roadside call boxes for drivers who require assistance after a vehicle breakdown or other, non-emergency situation.

KMAA maintains 574 call boxes on highways and freeways throughout the county, at a range of one mile apart in urban areas and no more than two miles in rural regions.

The phones are directly connected to California Highway Patrol dispatch centers. Any motorist requiring assistance can be connected to a dispatcher who can radio a patrol car or tow truck for help.

Since they were first installed in 1992, annual calls on the network continue to decline, largely due to the proliferation of cellular phones.

In 2007, KMAA participated in a community survey to determine whether motorists still wanted the call boxes in lieu of other motorist aid services, such as a freeway tow truck patrol, changeable message signs, or additional law enforcement patrols. The public strongly indicated its desire to maintain the call box network.

Based on that information, KMAA Board members committed to spend \$1.3 million for technology upgrades and Americans with Disabilities Act compliance.

The call box system is funded through a \$1 fee on all registered vehicles in Kern County. Anticipating the upgrades, staff has set aside more than \$1.175 million in capital reserves. ▲



2008-2009 KERN RIDESHARE

A new air pollution rule for the San Joaquin Valley that came online in early 2010 requires businesses with at least 100 employees to establish ridesharing programs.

Kern COG began responding to the upcoming rule in 2009 by promoting its Kern Commuter Connection (KCC) program to area businesses and local agencies and through community outreach and the media. KCC uses internet-based software to match commuters interested in carpooling.

Companies have been urged to seek alternative commuting strategies; incorporate Kern Commuter Connection in their company websites; and display posters in break rooms, as well as having information available for human resources departments.

Kern COG staff also partnered with the San Joaquin Valley Air Pollution Control District, Golden Empire Transit, Kern Regional Transit, Bike Bakersfield, Project Clean Air, and Valley Clean Air Now throughout the year to participate in community outreach events to promote healthy living activities.



With an extensive media campaign that encompassed radio, television and print media, Kern Commuter Connection's Rideshare Week: It's A Total Trip campaign opened throughout the Kern region in August, running through October 2009 to recognize Rideshare Week.

Commuters were urged to seek alternative transportation during Rideshare Week. Participants had the opportunity to receive a free cup of coffee, a special discounted lunch and win great prizes just by sharing the ride during the week. ▲

SPONSORS INCLUDED:

San Joaquin Valley Air Pollution Control District
 KERO-23
 Azteca America
 KERN 1180 and KGFM
 KVPR Valley Public Radio
 Sniders Bikes
 GET

COFFEE SPONSORS:

Espresso Cafe-Ridgecrest
 Taft Crude Coffee House-Taft
 Pappy's Coffee Shop-Bakersfield
 Dagnys-Bakersfield
 Mama Hillybeans-Tehachapi
 Kohnen's Bakery-Tehachapi
 Java Detour-Bakersfield

LUNCHTIME EXPRESS SPONSORS:

Togos-CSUB and The Marketplace locations
 Cataldos Pizza
 Pizza Hut
 Restaurant Runner



FEDERAL TRANSPORTATION IMPROVEMENT PROJECTS

Approximately \$170 million in transportation projects were programmed for different road, transit, bicycle and pedestrian projects in the 2009 Federal Transportation Improvement Program. Of this, about \$35 million was federal funding, roughly \$125 million was state and the remainder was local funding. About \$8 million was dedicated to street maintenance, while new highway improvements accounted for about \$26 million. Approximately \$35 million was programmed for maintenance on the state highway system. Several regionally significant projects began construction, and three were completed. They include:

Project	Status
I-5 at Laval Rd - new interchange / bridge / ramp work	Construction Completed
Fairfax Rd Interchange at State Route 178	Construction Completed
Seventh Standard Rd Widening Coffee Rd to SR 99	Construction Completed
Westside Parkway – New Freeway - Mohawk Ext to Allen Rd	Construction in Progress
State Route 46 – Widen to 4 Lanes – County Line to Brown Material Rd	Construction in Progress
Seventh Standard Rd Widening Coffee Rd to Santa Fe Way	Construction in Progress
Seventh Standard Rd Grade Separation at Santa Fe Way	Construction in Progress

EASTERN SIERRA CORRIDOR ENHANCEMENT PLAN

Kern Council of Governments helped produce a comprehensive plan to showcase the heritage and culture of U.S. 395 through Kern, Inyo and Mono counties in 2009-10, complete with gateway signage in several towns, community streetscapes, wider sidewalks and traffic-calming features.

Completed in February 2010, the Eastern Sierra Corridor Enhancement Plan addresses U.S. 395 and State Route 14 in Kern, Inyo, and Mono Counties: from Johannesburg to the Nevada state line at Topaz Lake and from Rosamond to the U.S. 395 interchange at Inyokern.



The Plan is a public/private partnership: Community leaders and stakeholders, public agencies, residents and business owners were encouraged help plan, design, build and maintain a series of transportation projects to express the historic legacy of U.S. 395.

Kern COG staff partnered with Caltrans and the Inyo and Mono county local transportation commissions to address local and regional transportation issues. Kern COG and its partners conducted several public outreach and visioning workshops during the project, to determine and verify the vision, values and issues residents said needed to be incorporated.

Across the region, residents said they valued their rural community character and family-oriented atmosphere. They want a balance between the existing quality of life and allowing for some development and growth, such as a clearly defined edge between towns and open spaces, preserving scenic views and visual resources,

and expanding tourism opportunities into the off-season. Residents also requested tools to reduce travel speeds through communities.



The completed Corridor Plan recommended a variety of specific tools and features, including:

- Gateway signs in Bishop, Big Pine, Lone Pine, Coleville, and Topaz;
- Community streetscapes;
- Wider sidewalks to allow for benches and potted plants;
- Traffic-calming features such as street trees;
- Street lamps with hanging baskets and containers;
- Bike lanes;
- Transportation art.

Caltrans District 10 in Bishop is working with its regional partners to design and implement the recommendations. ▲



▶ 2010 COMMUNITY SURVEY

Seventy-eight percent of Kern County residents are “satisfied” with the quality of life in their communities and hold a generally positive attitude about their futures, according to the 2010 Kern COG community survey.

The 1,200 person random telephone survey examined attitudes about community growth, traffic, housing, government services and other quality-of-life issues throughout Kern County. The demographics included 600 Central Valley residents from places like Arvin, Bakersfield, Shafter, Wasco, McFarland and Delano; and 200 responses each from residents in western Kern (Maricopa, Taft, McKittrick), eastern Kern (Mojave, California City, Ridgecrest) and the mountain communities of Tehachapi, Frazier Park and the Kern River Valley. The margin-of-error is +/- 2.8 percent.

With Kern’s population expected to double to nearly 1.5 million people by 2040, Kern COG has conducted the surveys to determine residents’ attitudes about how that growth should be addressed and what impact will have on the region in general.

Overall satisfaction with quality of life in the 2010 survey (78 percent) is consistent with the results of the 2009 survey (78 percent); however, there has been a 3 percent shift upward in the number residents who reported being “very satisfied” since last year.

Similar to the 2009 survey, residents said creating more high paying jobs; maintaining and improving basic local services such as education, public safety, and road maintenance; and improving air and water quality are the most important issues facing the future of Kern County.

The survey assessed 26 quality of life issues in Kern County grouped into four topic areas: (a) Services, Safety and Equity; (b) Natural Resources; (c) Growth and Development; and (d) Mobility. Each topic area ranked among the top issues of importance, suggesting Kern residents recognize a diverse set of priorities. ▲

METROPOLITAN BAKERSFIELD TRANSIT SYSTEM LONG-RANGE PLAN

In January 2010, Kern COG partnered with Golden Empire Transit District (GET) to determine what Bakersfield's long-range transit needs will be, including better service for the elderly and disabled and connections to other transit providers.

The Metropolitan Bakersfield Transit System Long-Range Plan will provide an overall long-range plan for providing public transit service and how it will be coordinated with other transportation services.

Among other issues, the plan will examine:

- The most cost-efficient delivery system for Bakersfield transit service;
- How Bakersfield transportation services be better connected to offer riders a seamless system;
- The top priorities for both capital and operations funding;

- Expected ridership demand in the future;
- What are the most appropriate institutional arrangements to provide transit services throughout metropolitan Bakersfield?;
- The best connections with the planned Bakersfield High-Speed Rail station.

So far the project has received comments and recommendations from elected officials, business groups, educational groups, GET drivers, GET passengers and a variety of related stakeholders. The public has been invited to participate through a variety of methods, including an online survey link through GET's website, printed surveys, and written or spoken comments at public workshops or meetings. The plan is expected to be completed by June 2011. ▲

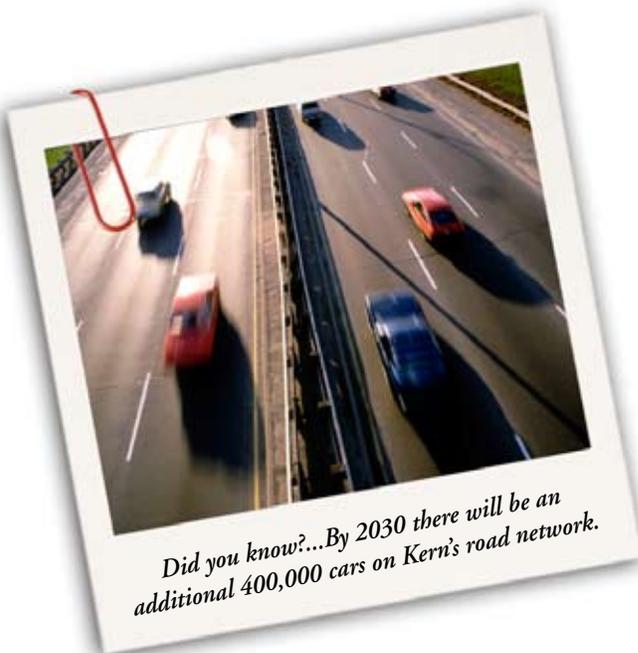
2011 REGIONAL TRANSPORTATION PLAN

Kern COG's new 2011 long-range Regional Transportation Plan spells out funding for a host of major capital improvement projects over the next 24 years.

Adopted by the Board on July 15, 2010, the new policy document contains revised priorities for major highways as well as local streets and roads; public transportation; bicycle and pedestrian paths; freight rail; and passenger rail. The plan was updated to include population impacts to transit, bicycle and pedestrian modes, as well as measures to determine how well the various travel modes are performing.

In addition, a Sustainable Land Use Element was added as a guide for reducing greenhouse gases by redesigning communities. This effort will help communities reach goals laid out in the Global Warming Solutions Act of 2006 (AB 32).

As part of the efforts to update the existing plan, Kern COG hosted 12 public outreach events. Stakeholders, staff from various federal, state, and local agencies, as well as the general public provided dozens of comments prior to the document's adoption. ▲



TRANSPORTATION ENHANCEMENT ACTIVITIES

Beginning in 2011, Kern Council of Governments will use \$3.6 million to fund nine new bicycle and pedestrian projects throughout the region, including a new connection to the Kern River Bike Path in Bakersfield.

In late 2009, Kern COG released a call for projects for up to \$3.6 million in federal Transportation Enhancement (TE) funding during 2011-12 and 2012-13. TE funding is used for projects that beautify or functionally improve transportation systems.

Several projects were submitted by local jurisdictions in early 2010, of which nine were recommended for funding. The recommended projects include:

- \$54,560 to design and construct a short segment of a Class I bike lane (separate right-of-way) connecting Riverview Park with the existing Kern River Bike Path in Bakersfield. City officials will also receive \$201,500 for landscaping along Stockdale Highway from McDonald Street to Stine Road.
- \$841,035 for Kernville, where Kern County officials will construct a total of \$950,000 in sidewalks, curb cuts and new street furniture throughout the community.
- \$361,000 in Tehachapi where officials will provide sidewalks and curb cuts along the south side of Tehachapi Boulevard from Robinson to Hayes Street.
- \$569,473 for new landscaping along State Route 43 from Poso Avenue to Filburn Street in Wasco.
- \$281,000 in Taft for a bike lane and sidewalk extension along Hillard Street from "A" Street to the Rails-to-Trails path.
- Also in the Taft area, Kern County officials will construct new sidewalks, lighting and streetscaping along 4th Street. The \$275,000 project will use \$243,458 in TE funding.
- \$140,000 for landscaping in Shafter along Santa Fe Way from Riverside Avenue to Los Angeles Street. The total project cost is \$160,000. ▲

NON-MOTORIZED TRANSPORTATION PROJECTS IN KERN COUNTY IN 2009-2010

Kern COG programmed more than \$900,000 for bicycle and pedestrian safety courses, parking and other infrastructure in 2009-10 through the state's Transportation Development Act Article 3 program.

Funding was allocated to the following projects:

\$130,000 for bike lanes within the Oildale Bike Loop project, to better connect existing lanes on Chester Avenue, Norris Road and other streets in the area.

\$92,300 in Bakersfield for bike lanes on Bernard Street, Auburn Street and Olive Drive. Each of these projects will connect to existing lanes for better bicycle network continuity.

\$170,000 for Kern County officials to install bike lanes along Browning Road near Delano.



\$364,622 in Taft to expand the very popular Sunset Railway Rails-to-Trails project towards the western limits of the city. Further expansion of the route is anticipated.

\$78,870 for Shafter officials to install sidewalks on Poso Avenue, Los Angeles Street and Mannel Avenue. These projects were completed in late 2009.

\$264,115 in California City for nearly a mile of sidewalk on Hacienda Boulevard. Construction is anticipated to begin in late 2010.

\$140,481 for a rest station along the Bowman Road Bike Path in Ridgecrest. The station will include seating, restrooms and water fountains.

The Article 3 program is paid for through state sales taxes collected in Kern County, and has been a reliable source of funding for non-motorized transportation projects such as Taft's Rails-to-Trails facility, the Bowman Road Bike Path in Ridgecrest and the very popular Kern River Bike Path in Bakersfield. ▲

▶ SB 375 TARGET SETTING

A 2008 state law that mandates decreases in air pollution from vehicle travel has resulted in a 10 percent reduction target by 2035.

SB 375 requires metropolitan planning organizations such as Kern COG to update long-range transportation plans to encourage development patterns and transportation networks that will reduce emissions mandated by the California Air Resources Board (CARB).

In working to establish its regional target, Kern COG submitted numerous surveys, data tables and future scenarios to CARB for 2020 and 2035. Kern COG strongly encouraged CARB to consider the impact of major employers that draw long-distance commuters

such as military bases, prisons and renewable energy sites when setting targets for Kern.

In April 2010, Kern COG's Board voted to limit its reductions to an 8 percent emissions increase for 2035. CARB adopted a 10 percent reduction by 2035 for all eight counties in the San Joaquin Valley. This is a provisional target to be reviewed in two years (2012).

Kern COG is required by 2014 to generate a land-use and transportation planning strategy for cities and the county that meets CARB's reduction target. ▲

▶ POPULATION FORECAST

Kern COG produces a Regional Growth Forecast every three to five years to ensure transportation planning is in line with projected population increases.

On October 15, 2009, Kern COG's Board voted to adopt the prior forecast from July 2005 after the assumptions and projections were found to be accurate and reflective of recent economic changes.

Kern COG plans to generate a new growth forecast in 2012 as 2010 Census data becomes available. Kern's population is projected to reach 1,321,000 by 2035.

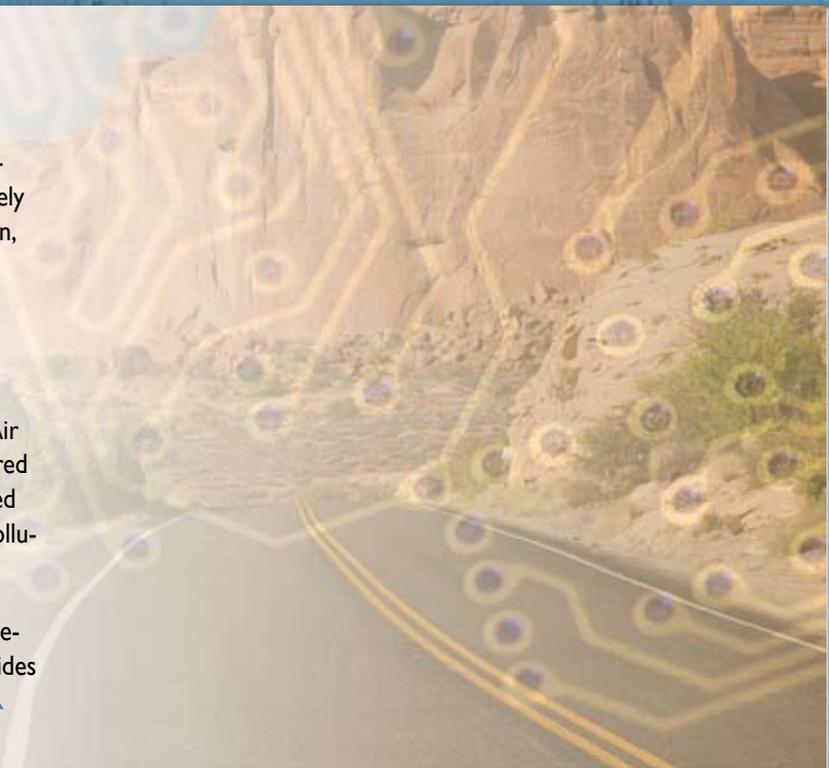
The Kern COG Regional Growth Forecast is a long-range projection for countywide total population. The forecast is used for local transportation and air quality planning as well as by local governments for a variety of long-range planning activities. ▲

TRANSPORTATION MODEL

In 2010, Kern COG improved its computerized transportation model to more accurately predict traffic volumes during morning, noon, and evening rush hours, as well as off-peak times of day.

Kern COG staff ran nine different traffic scenarios of the Kern COG Regional Travel Demand Model from 2011 to 2035 for its Air Quality Conformity process, which is required by the federal government to ensure planned transportation projects will not make air pollution worse.

The predicted traffic volumes are used to determine potential air pollution, including oxides of carbon, ozone and particulate matter. ▲



AERIAL PHOTOS AND GIS



In 2009-10, Kern COG partnered with Kern County officials on a countywide aerial photography update that coincides with the 2010 Census, allowing for a visual snapshot in time to match the statistical snapshot the Census provides.

The joint project will make aerial photos available over the Internet at www.co.kern.ca.us/gis.

Since 1990, Kern COG has been working to integrate Geographic Information System (GIS) tools into the region's transportation, land use and air quality planning efforts. Through its automated joining of data tables and maps, GIS can display spatial patterns of geographic or demographic information that were previously too costly to research. This allows local governments to benefit from better decisions provided by the information available on these maps.

Since 1994, Kern COG has administered the Kern Geographic Information Network (Kern GEONET). This organization coordinates local government GIS efforts to reduce duplication of effort among agencies through data sharing and coordinated data development. Recent projects include online GIS mapping websites at the City of Bakersfield, Kern County and now Kern COG.

Kern COG also fosters geospatial technology through a GIS incubator program. The program offers technical expertise and data to smaller agencies that may lose experienced personnel. Kern COG steps in to provide maintenance and training until the local agency is ready to again take over these technical responsibilities. ▲



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