

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

Kern COG – Virtual Meeting Via GoToMeeting
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA

Wednesday
January 6, 2021
10:00 A.M.

*On March 17, 2020 Governor Newsom issued [Executive Order, N-29-20](#). This order removes the requirement that a location be made available for the public to gather for purposes of observing and commenting at the meeting.

**OUT OF AN ABUNDANCE OF CAUTION REGARDING THE COVID-19 VIRUS, THE SCHEDULED
JANUARY 6, 2021 TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING AT 10:00
A.M. WILL BE HELD VIA TELECONFERENCE.
CALL-IN INFORMATION:**

<https://www.gotomeet.me/KernCOG/ttacmeeting>

**Dial +1 (786) 535-3211
Access Code: 269-963-557**

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) 635-2900. 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: Minutes from meeting of November 4, 2020.

- IV. PUBLIC REVIEW: DRAFT 2018 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT NO. 1; DRAFT 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP); AND CORRESPONDING DRAFT CONFORMITY ANALYSIS (Pacheco)**

Comment: The Draft 2021 FTIP, Draft 2018 RTP Amendment No. 1, and corresponding Conformity Analysis were released on December 23, 2020 for public review and comment. The documents are available on the Kern COG website at www.kerncog.org.

Action: Information. Comments due January 22, 2021

V. PROJECT STATUS REPORT (Pacheco)

Comment: Kern COG staff will provide a project status report.

Action: Information.

VI. FEDERAL SAFETY PERFORMANCE MEASUREMENT (PM1) "TOWARD ZERO" 2021 TARGET UPDATE (Flickinger)

Comment: Required federal process to annually monitor transportation safety performance measure progress, including encouragement of member agencies to improve safety on our streets with their transportation expenditures.

Action: Recommend that the Transportation Planning Policy Committee approve the 2021 Kern “Toward Zero” safety targets consistent with federal methodology and direct staff to work with member agencies and stakeholders to develop projects that will accelerate attainment of the targets.

VII. FEDERAL BRIDGE AND PAVEMENT CONDITION PERFORMANCE MEASUREMENT TARGET REQUIREMENT (Flickinger)

Comment: Caltrans has developed federal bridge and pavement condition performance measures (PM2) for jurisdictions with National Highway System (NHS) mileage (Kern, Bakersfield, Shafter, and Caltrans), consistent with the state targets and the federal methodology.

Action: Information.

VIII. AUTHORIZATION TO AWARD CONTRACT – LOCAL ROADS SAFETY PLANS (Flickinger)

Comment: A proposed contract with TJKM has been negotiated for an amount not to exceed \$562,833.59 for the preparation of the LOCAL ROAD SAFETY PLANS. Caltrans grant funds with local match in the FY 2020/21 budget will fund the Local Road Safety Plans.

Action: Recommend to Transportation Planning Policy Committee to approve contract award.

IX. JANUARY TDA PUBLIC TRANSIT CLAIMS FOR THE CITY OF MARICOPA (Snoddy)

Comment: Review and recommendation of the City of Maricopa’s Transportation Development Act (TDA) Public Transit Claim and Streets and Roads Claim for FY 2019-20.

Action: Review TDA Public Transit claims and Streets and Roads claims received by December 18, 2020, for \$42,941 and recommend approval to the Transportation Planning Policy Committee.

X. DRAFT LOW-STRESS BIKEWAY NETWORK ACTIVE TRANSPORTATION CONNECTIVITY PLANNING AND DOWNTOWN HSR STATION PEDESTRIAN ACCESS PLANS (Snoddy)

Comment: Kern COG contracted with the California Bicycle Coalition (CALBIKE) to prepare a Draft Low-Stress Bikeway Network in the Vicinity of the planned Bakersfield High-Speed Rail Station including a long-distance route network connecting outlying communities and a downtown Bakersfield pedestrian access plan. Both Draft Plans are available online for comment through January 8, 2021 using the Kern COG website at this address: <https://www.kerncog.org/bicycle-plans/>.

Action: Information

XI. ANNOUNCEMENTS

XII. MEMBER ITEMS

XIII. ADJOURNMENT - The next meeting will be held on February 3, 2021.

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

KERN COG CONFERENCE ROOM
1401 19th Street, Suite 300
BAKERSFIELD, CALIFORNIA

Wednesday
November 4, 2020
10:00 A.M.

Chairman Schlosser called the meeting to order at approximately 10:02 a.m. A roll call was conducted by Ms. Invina for attendance.

I. ROLL CALL

MEMBERS PRESENT:

Lorena Mendibles	Caltrans
Christine Viterelli	City of Arvin
Stuart Patteson	City of Bakersfield
Shawn Monk	California City
Mario Gonzales	City of McFarland
Jay Schlosser	City of Tehachapi
Ed Galero	City of Delano
Bob Neath	County of Kern
Steve Barnes	GET
Joe West	NOR/CTSA
Teresa Binkley	City of Taft

STAFF:

Ahron Hakimi	Kern COG
Becky Napier	Kern COG
Rob Ball	Kern COG
Bob Snoddy	Kern COG
Linda Urata	Kern COG
Raquel Pacheco	Kern COG
Veronica McCulloch	Kern COG
Rochelle Invina	Kern COG

OTHER:

Ryan Starbuck	Bakersfield
Susanna Kormendi	Bakersfield
Catherine Carr	Caltrans
Yolanda Alcantar	Kern County
Asha Chandy	Bike Bakersfield

- 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.

Chairman Schlosser asked for public comments. There were none.

- III. Due to technical and connectivity issues, the action items were moved to the beginning of the agenda.**

IV. **Action item IX. Note correction number of this item on the agenda as Item IX. TIMELINE FOR: DRAFT 2018 REGIONAL TRANSPORTATION PLAN AMENDMENT NO. 1; DRAFT 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM; AND CORRESPONDING DRAFT AIR QUALITY CONFORMITY ANALYSIS**

The Federal Transportation Improvement Program is a near-term list of transportation projects, while the 2018 Regional Transportation Plan is a long-term blueprint for transportation projects. The Air Quality Conformity Analysis demonstrates that both the near- and long-term lists will not delay the region's efforts to improve the air. The tentative release of the draft documents is expected December 23rd. The tentative schedule in the staff report will be used to move these documents through the review process with final approval by federal agencies in April 2021.

The action requested is that the Transportation Technical Advisory Committee recommend that the Transportation Planning Policy Committee approve the development timeline.

Chairman Schlosser asked if there were any questions regarding the item. There were none. Motion by Mr. Neath to approve and seconded by Mr. Monk. Ms. Invina performed a roll call for the vote, and motion carried unanimously with a roll call vote

V. **Action Item XII - NOVEMBER TDA PUBLIC TRANSIT CLAIMS FOR THE CITIES OF ARVIN AND BAKERSFIELD**

Mr. Snoddy addressed the committee with the following information:

Review and recommendation of the Cities of Arvin and Bakersfield's Transportation Development Act (TDA) Public Transit Claims for FY 2021-20 and 2020-21 totaling \$1,212,096.

Chairman Schlosser asked if there were any questions regarding the item. There were none. Mr. Patteson made a motion to approve, Mr. Barnes seconded. Ms. Invina performed a roll call for the vote, and motion carried unanimously with a roll call vote.

VI. **Action Item III. APPROVAL OF DISCUSSION SUMMARY: Minutes from meeting of September 30 (October meeting), 2020.**

Chairman Schlosser asked if there were any public comments regarding the minutes. There were none. Mr. Barnes made a motion to approve, Ms. Viterelli seconded. Ms. Invina performed a roll call for the vote, and motion carried unanimously with a roll call vote.

VII. **Information item IV. MOBILITY INNOVATIONS AND INCENTIVES PROGRAM – STATUS**

Ms. Urata provided a report for September and October activities which included a San Joaquin Valley Electric Vehicle Partnership to plan a webinar as a replacement to the in-person National Drive Electric Week events. There is a First Responder online training on November 24th.

Kern COG was one of three eligible entities the California Energy Commission GFO-19-603: Electric Vehicle Ready Communities Phase II-Blueprint Implementation. Kern COG submitted the grant for \$2.5 million dollars on October 23rd. In addition, attached to the report is the EV charging space inventory by location.

Chairman Schlosser asked if there were any questions or comments. Chairman Schlosser added the report of the charging spaces by zip code is helpful. There were no further comments. This item was for information.

VIII. **Information item V. SINGLE AUDIT REPORT – STATUS REPORT**

Ms. Pacheco addressed the committee with the following information:

On October 23rd, Kern COG staff was made aware that California City, McFarland, and Wasco had not met the Single Audit Report requirement. Each year, agencies that expend \$750,000 or more federal funds in a fiscal year are required to send in a Single Audit Report to the State Controller's Office. The agencies identified were delinquent in sending in their information. Therefore, Caltrans Division of Local Assistance had been directed to not authorize funding for these agencies. Update: California City and Wasco has since submitted a response to the State Controllers' Office and Caltrans.

This item is for information only.

Mr. Monk provided a status update for California City. Mr. Gonzales provided a status update for McFarland. Ms. Pacheco provided a status update for Wasco.

IX. **Information item VI. PROJECT ACCOUNTABILITY TEAM REPORT**

Ms. Pacheco addressed the committee with the following information:

Highlights include: 1. Transportation Development Act Article 3, Active Transportation Program, Congestion Mitigation Air Quality Program, Regional Surface Transportation Program project updates were provided by attendees. Later in today's agenda there is a separate staff report regarding Article 3 projects by Bob Snoddy. 2. 2021 Federal Transportation Improvement Program Administrative Draft comments were due October 21st. Thank you to everyone who provided comments. Project revisions received will be incorporated prior to circulation of the public review draft.

This item is for information only.

X. **Information item VII. PROJECT DELIVERY POLICY LETTERS – ATP, CMAQ, RSTP**

Ms. Pacheco addressed the committee with the following information:

The Kern COG Project Delivery Policy states that projects in the current fiscal year need to be submitted for funding authorization by January 31st. If agencies plan to submit projects for funding authorization beyond January 31st, lead agencies are asked to submit a letter with a revised submittal schedule by January 15, 2021. A sample project delivery letter and project list are provided as part of the staff report.

This item is for information only.

Chairman Schlosser directed Kern COG staff to provide the TTAC with a draft policy update that includes TDA Article 3 projects in the delivery letter requirement.

XI. **Information item VIII. FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AMENDMENT – TIMELINE**

Ms. Pacheco addressed the committee with the following information:

The upcoming amendment will include revisions to the Congestion Mitigation Air Quality Program and Transit Program. This amendment includes Congestion Mitigation Air Quality revisions approved at the October 15th Transportation Planning Policy Committee meeting. The amendment documentation will be emailed to the TTAC when the public review period begins November 6th.

This item is for information only.

XII. **Information item X. DRAFT LOW-STRESS BIKEWAY NETWORK ACTIVE TRANSPORTATION CONNECTIVITY AND BIKESHARING**

Kern COG contracted with the California Bicycle Coalition (CALBIKE) to prepare a Low-Stress Bikeway Network in the vicinity of the planned Bakersfield High-Speed Rail Station including a long-distance route network connecting outlying communities and is available online for comment through December 18, 2020 at: <https://www.kerncog.org/wp-content/uploads/2020/10/DRAFT-Low Stress Bike Network.pdf>.

No comments were received. This item is for information only.

XIII. **Information item XI. TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 2020-2021 PROJECT UPDATE**

Mr. Snoddy provided a determination that the outstanding projects will be completed in early spring of 2021. A possible call for projects of TDA-3 in April 2021.

No comments were received. This item is for information only.

XIV. **Information item XIII. TDA TRANSIT BIENNIAL APPORTIONMENT REPORT (Snoddy)**

Mr. Snoddy provided a report on the TDA transit biennial report. All agencies are almost caught up on their submission of their public streets and road claims. Member agency staff may contact Bob Snoddy, Regional Planner or Greg Palomo, Financial Services Director to assist with and initiate the TDA claim process.

No comments were received. This item is for information only.

XV. **ANNOUNCEMENTS**

Mr. Snoddy announced that GET will offer free rides for two weeks during Christmas, and the GET Transit Center at al State University of Bakersfield is about 98% complete.

XVI. **MEMBER ITEMS - None**

XVII. **ADJOURNMENT** - The next meeting will be held on December 17, 2020 (may be dark).



IV. TTAC

January 6, 2021

TO: Transportation Technical Advisory Committee and
Regional Planning Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Becky Napier, Deputy Director - Administration
Rob Ball, Deputy Director/Planning Director
Joseph Stramaglia, Regional Planner
Raquel Pacheco, Regional Planner *RP*
Rochelle Invina, Regional Planner
Vincent Liu, Regional Planner

SUBJECT: TTAC AGENDA ITEM: IV
PUBLIC REVIEW: DRAFT 2018 REGIONAL TRANSPORTATION PLAN (RTP)
AMENDMENT NO. 1; DRAFT 2021 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM (FTIP); AND CORRESPONDING DRAFT
CONFORMITY ANALYSIS

DESCRIPTION:

The Draft 2021 FTIP, Draft 2018 RTP Amendment No. 1, and corresponding Conformity Analysis were released on December 23, 2020 for public review and comment. The documents are available on the Kern COG website at www.kerncog.org.

DISCUSSION:

The FTIP (programming document) is a near-term list of transportation projects, while the 2018 RTP is a long-term blueprint for transportation projects. The Air Quality Conformity Analysis demonstrates that both the near- and long-term projects will not delay the region's efforts to improve the air. The federal programming document was distributed for technical review, prior to the public review period. A concurrent 30-day public review period is being held for all draft documents. A summary of public comments received will be incorporated into the final documentation as appropriate. Final consideration of all documents is scheduled for February 18, 2021, during the Kern COG Board meeting. Federal approval is expected April 2021.

Development Timeline (approved – 11/19/20)

Date	Event
November 4, 2020	Timeline presented to Transportation Technical Advisory Committee/Regional Planning Advisory Committee
November 19, 2020	Timeline presented to Transportation Planning Policy Committee
December 23, 2020	30-day public review period begins
January 6, 2021	Public review draft presented to Transportation Technical Advisory Committee/Regional Planning Advisory Committee
January 21, 2021	Public review draft presented to Transportation Planning Policy Committee (public hearing)
January 22, 2021	Public review period ends

Development Timeline continued

Date	Event
February 3, 2021	Present to Transportation Technical Advisory Committee and/or Regional Planning Advisory Committee to recommend approval
February 18, 2021	Present to Transportation Planning Policy Committee for adoption
February 26, 2021	Send final documents with response to comments to state and federal agencies for approval
April 2021	Anticipated federal approval of Conformity, the near-term and long-term documents

All documents can be viewed at www.kerncog.org

A virtual public workshop will be held January 13, 2021 at 10:00 A.M.; information can be found at www.kerncog.org

Public comments may be submitted in writing no later than **5 P.M. January 22, 2021.**

Attachment: Notification flier

ACTION: Information. Comments due January 22, 2021

We need your community input!

You are invited to offer your ideas and comments on Kern Council of Governments' (Kern COG) Draft 2021 short-range Federal Transportation Improvement Program (FTIP), Draft 2018 long-range Regional Transportation Plan (RTP) Amendment No. 1, and Draft Conformity Analysis.

These documents provide an outline of major transportation expenditures.

These documents are available online at
www.kerncog.org

30-day Public Review Period **December 23, 2020 to January 22, 2021**

A workshop will be held on January 13, 2021 at 10:00 AM. Information can be found online at www.kerncog.org

A public hearing is scheduled at 6:30 PM on January 21, 2021 at Kern COG's Board meeting. Kern COG Board meeting accessibility instructions will be posted to the website no less than 72 hours prior to the meeting.

For questions and comments - call 661-635-2907, email rpacheco@kerncog.org or mail:

Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301





January 6, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: V
PROJECT STATUS REPORT

DESCRIPTION:

Kern COG staff will provide a project status report.

DISCUSSION:

Kern COG staff will provide a project status report regarding funding authorization activity for project revisions approved over the past several months.

1. In July 2020, the Kern COG Board approved to move the Kern County Sand Canyon Congestion Mitigation Air Quality (CMAQ) project from FY 20/21 to the CMAQ Contingency List and allow CMAQ Contingency projects by Bakersfield and Ridgecrest to advance to FY 20/21.
 - a. The Kern County Sand Canyon project was moved to the CMAQ Contingency List due to potential delays in environmental clearance. Kern County and Caltrans District 9 continue to work on the environmental phase of this project.
 - b. The revisions were included in 2019 Federal Transportation Improvement Program (FTIP) Amendment No. 15 which received federal approval on October 23, 2020.
 - c. The Bakersfield Stockdale Ranch Multi-use Path and Ridgecrest Electric Charging Station projects are in the preliminary phases of work.
2. In October 2020, the Kern COG Board approved the re-allocation of Regional Surface Transportation Program (RSTP) savings from Kern County's Brite/Mirasol project to underfunded Bakersfield and Shafter projects.
 - a. The Brite/Mirasol saving de-obligation was federally approved on December 14, 2020.
 - b. The Bakersfield Stockdale/Enos project has not been submitted for funding authorization. Bakersfield staff is preparing the documentation.
 - c. The Shafter 7th Standard project funding authorization request has been submitted to Caltrans and is under review.

3. In October 2020, the Kern COG Board approved adding RSTP funding to underfunded projects in California City and Tehachapi.
 - a. The California City Hacienda project funding authorization request has been submitted to Caltrans and is awaiting final approval.
 - b. The Tehachapi Rail Corridor project request has not been submitted for funding authorization. Tehachapi staff is preparing the documentation.
4. In October 2020, the Kern COG Board approved the reprogramming of Kern County's Williams Rd CMAQ funding in FY 20/21 to a combination of Kern County's Hughes Lane CMAQ Contingency project and Bakersfield's Pacheco Rd CMAQ Contingency project.
 - a. The revisions were included in 2019 FTIP Amendment No. 16 which received federal approval on December 21, 2020.
5. Kern County's Meacham CMAQ project had a cost savings of about \$1.1 million. The CMAQ savings de-obligation was federally approved on December 14, 2020.
 - a. There are no projects available to advance in the FTIP at this time.
 - b. There may be an opportunity for CMAQ Contingency projects to advance after the 2021 FTIP has been approved in April 2021.

Project updates will be provided as a follow-up staff report in February if needed.

As a reminder, project delivery letters are due January 15, 2021. Project delivery letters will be presented in February.

ACTION: Information.



VI. TTAC

January 6, 2021

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Ed Flickinger,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VI
FEDERAL SAFETY PERFORMANCE MEASUREMENT (PM1) "TOWARD
ZERO" 2021 TARGET UPDATE

DESCRIPTION:

Required federal process to annually monitor transportation safety performance measure progress, including encouragement of member agencies to improve safety on our streets with their transportation expenditures.

DISCUSSION:

Background - On February 15, 2018, the Kern COG Transportation Planning Policy Committee approved their first federal "Toward Zero" deaths and accidents safety targets using the federal recommended methodology that employs a 5-year running average, consistent with the methodology recommend by Caltrans Division of Traffic Operations staff at that time.

On August 24, 2018 Caltrans management changed the state methodology using a more aspirational method that uses a fixed target dubbed "Vision Zero" where the target assumes a steady decline to zero accidents using set percentages per year. The state methodology is soon to be made available on line at: <https://dot.ca.gov/programs/traffic-operations/shsp/target>.

Kern COG staff is recommending continued use of the 2018 "Toward Zero" target methodology adopted by Kern COG in 2018 which is consistent with the federal rule methodology but different than the current state methodology. Maintaining the same process allows for better comparability with prior targets with minimal consequences.

Consequences of not meeting the targets – Consequences of roadway accidents can be catastrophic to those who are involved. Everyone agrees that all appropriate countermeasures to reduce accidents should be taken. In addition, minor regulatory and funding consequences exist if the federal targets are not achieved. However, consequences of not adopting, monitoring, and encouraging progress toward the target, in accordance with federal rules, can ultimately result in loss of all federal transportation funding to the region though de-certification of the agency.

Under the requirements of the recent federal transportation spending bills, states and metropolitan planning organizations (MPOs) like Kern COG are required to annually monitor safety performance measure progress through the statewide and metropolitan planning process. Failure to meet safety targets set by the state and/or MPO could result in the minor consequence of redistribution of Caltrans Active Transportation Program (ATP) funding at the state level into the federal Highway Safety Improvement Program (HSIP). Many of the projects in the ATP program improve safety for bike and pedestrians, and would likely still be eligible under HSIP.

The Federal Highways Administration (FHWA) will review how MPOs are working to achieve their targets, in accordance with the federal rules, as they conduct MPO Certification Reviews every 4 years. Failure to adequately address target performance measure requirements could eventually result in loss of the MPO's federal certification along with access to federal transportation funds. The 2018 Kern COG federal target compliance documentation is available here: <http://www.kerncog.org/federal-performance-measures/>, and was accepted at the federal certification review.

Rules and guidance for federal performance measure targets are still being established by FHWA. See https://safety.fhwa.dot.gov/hsip/spm/policy_and_guidance.cfm. A couple of workshops have been given by Caltrans over the past 2 years and a draft statewide target has been submitted to FHWA. See <https://dot.ca.gov/programs/safety-programs/shsp>. MPOs that do not submit a safety target update by February 27, 2021, will be required to adhere to the 2021 state target which is NOT consistent with the methodology proposed by Kern COG staff.

The “Toward Zero” methodology - The attached presentation demonstrates the Kern COG “Toward Zero” methodology which is consistent with the original 2018 state safety target methodology originally recommended by the Caltrans Division of Traffic Operations engineers. In addition, the Kern methodology was prepared under the supervision of a certified engineer. The methodology uses California Highway Patrol (CHP) historical accident data for Kern County. The data is extrapolated using a 5-year running average to forecast future accidents and fatalities. In addition, travel model data is used to tie the forecast to local assumed growth. Targets are essentially being set to show improvement over the previous 5-year accident data. As accidents improve, the targets will improve automatically with each annual update on a trajectory “Toward Zero.”

Countywide monitoring results summary

2012-2019 7-Year Change in 5-Year Running Average Accident Rate

8% increase in vehicle related fatality rates from 1.55 to 1.68 per 100M miles traveled.

16% increase in vehicle related serious injury rates from 3.5 to 4.06 per 100M miles traveled.

33% increase in combined bike and pedestrian related injury/fatality rates from .000087 to .000116 per 1000 population.

2018-2019 1-Year Change in Annual Accident Rates

3% increase in vehicle related fatality rates from 1.63 to 1.68 per 100M miles traveled.

5% increase vehicle related serious injury rates from 4.06 to 3.88 per 100M miles traveled.

No Change in combined bike and pedestrian related injury/fatality rates from .000011 to .000011 per 1000 population.

Source: 2009-2018 CHP SWITRS data which only contains accidents reported to the CHP.

Longer term historic trends show that vehicle accidents track with economic fluctuations. In Kern, recent temporary rebound in oil prices resulted in an increase to both the economy and roadway accidents. The recent drop in bike and pedestrian accidents in the last year of the data may be in part due to extensive investment in safer bike and pedestrian facilities identified in recent bike/complete street plans adopted for the region back 2012, as well as the 2017 Active Transportation Plan.

What your agency can do to accelerate attainment of the federal safety targets - Kern COG's member agencies are encouraged to promote projects and policies that will help the region to perform better than the targets proposed for our region. The Caltrans Strategic Highway Safety Plan proposes four countermeasures to improve safety: engineering, education, enforcement and emergency services. Projects such as countdown pedestrian signals, buffered bike lanes, roundabouts, and establishing extra safety corridor patrols where spikes in accident activity occur, should be considered wherever appropriate. Since 2007 the Kern Region has seen over \$20M invested in the HSIP program alone (see Attachment 2). In addition, state and federal programs as well as Kern COG's project delivery policies give extra points for projects that improve safety, including:

Highway Safety and Improvement Program (HSIP) – local & state road safety projects
State Highway Operation and Protection Program (SHOPP) – state highway safety projects
Regional Surface Transportation Program (RSTP) – local road maintenance & safety projects
Active Transportation Program (ATP) – (58%-78% pts. for safety & need depending on size)
Regional Transportation Improvement Program (RTIP) – (50% of points safety/congestion)
Congestion Mitigation and Air Quality (CMAQ) – (40% of points for safety/congestion)
Kern Motorist Aid Authority (KMAA) – Travel info., safety roadside cleanup, safety corridors

Zero fatalities on our streets is everyone's goal and it is anticipated that emerging safety technology standards such as autonomous vehicles will eventually help drive down these safety targets "Toward Zero." This report will be updated annually.

Attachment

- 1) Presentation – Towards Zero: Draft Safety Performance Target Update - Kern Region
- 2) Kern HSIP Projects 2007-2018

ACTION:

Recommend that the Transportation Planning Policy Committee approve the 2021 Kern "Toward Zero" safety targets consistent with federal methodology and direct staff to work with member agencies and stakeholders to develop projects that will accelerate attainment of the targets.

TOWARDS ZERO: DRAFT SAFETY PERFORMANCE TARGET UPDATE Kern Region



FEDERAL Requirements: MPOs Evaluated During 4-Year Review

- Metropolitan Planning Organizations (MPOs) will be held accountable for safety progress through the statewide and metropolitan planning process. FHWA will review how MPOs are addressing and achieving their targets (or assisting the State in achieving targets) as they conduct Transportation Management Area (TMA) 4-year Certification Reviews (only for large MPOs with more than 200,000 population). The TMA Certification Review requires the Secretary to certify whether the metropolitan planning process of an MPO serving as a TMA meets requirements, including the requirements of 23 USC 134 and other applicable Federal law.

FEDERAL Requirements: State Failure = More HSIP Safety Funding



- If a State DOT does not meet or make significant progress toward meeting its HSIP targets, the State shall use obligation authority equal to the HSIP apportionment for the fiscal year prior to the target year only for HSIP projects and submit an HSIP Implementation Plan to FHWA. For example, if a State DOT does not meet or make significant progress towards meeting its 2019 safety targets, in Fiscal Year (FY) 2022, the State DOT must use obligation authority equal to the FY 2018 HSIP apportionment only for HSIP projects and submit an HSIP Implementation Plan by June 30, 2021.

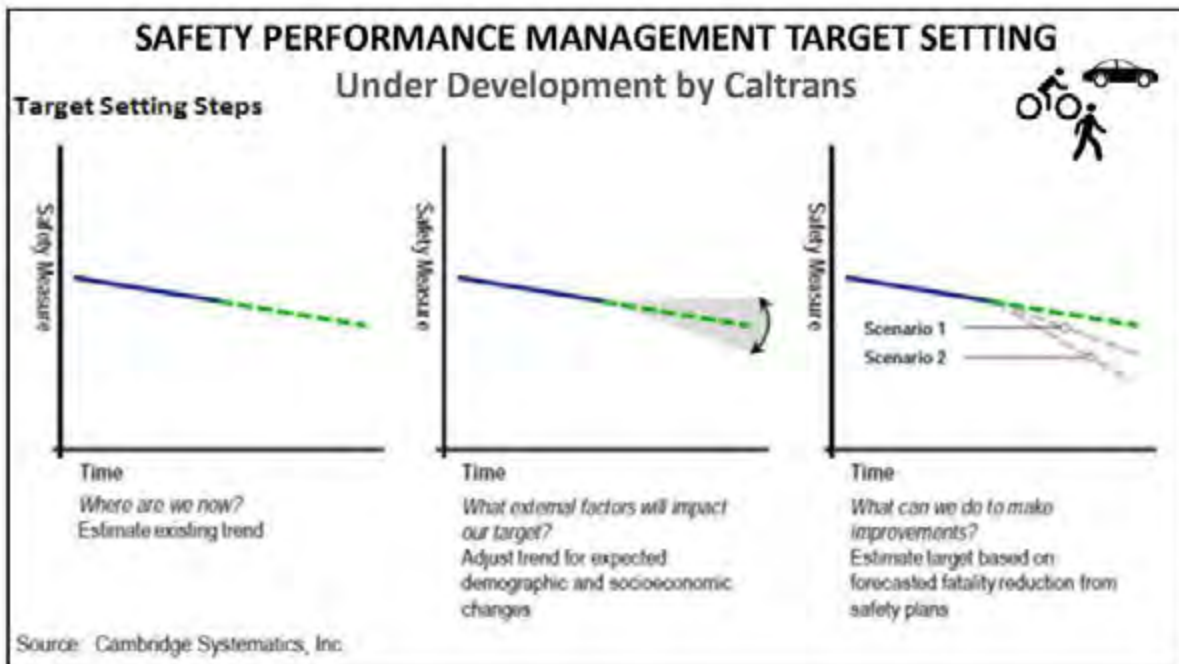
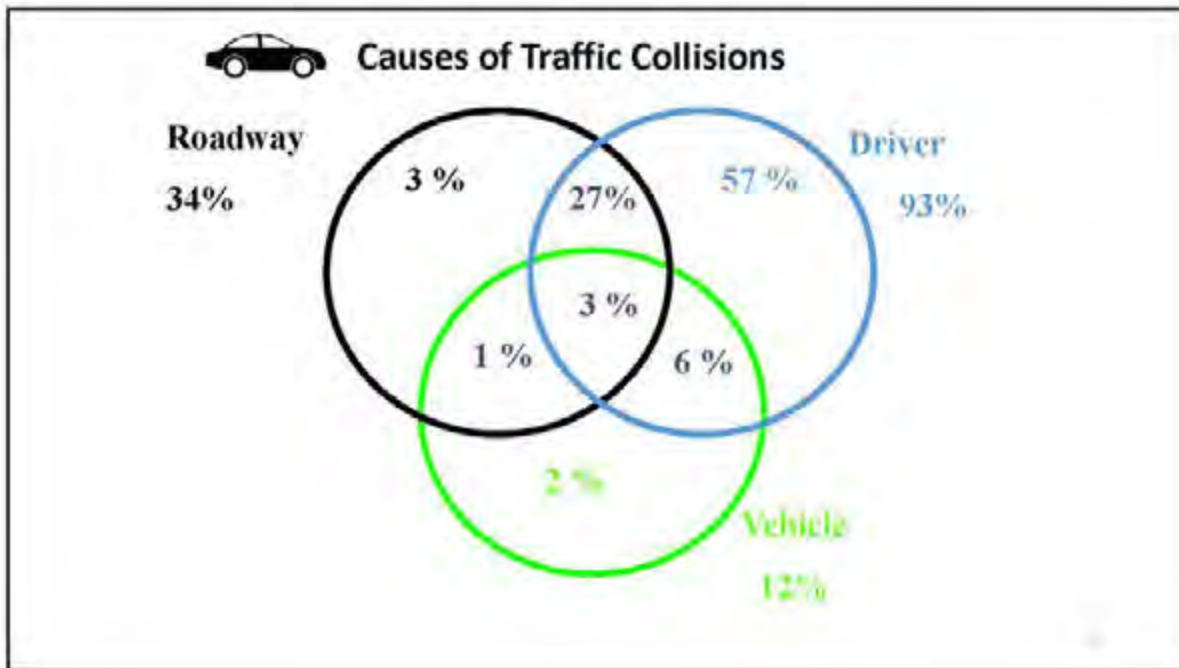
Five Performance Targets Under New Federal Regulations +1

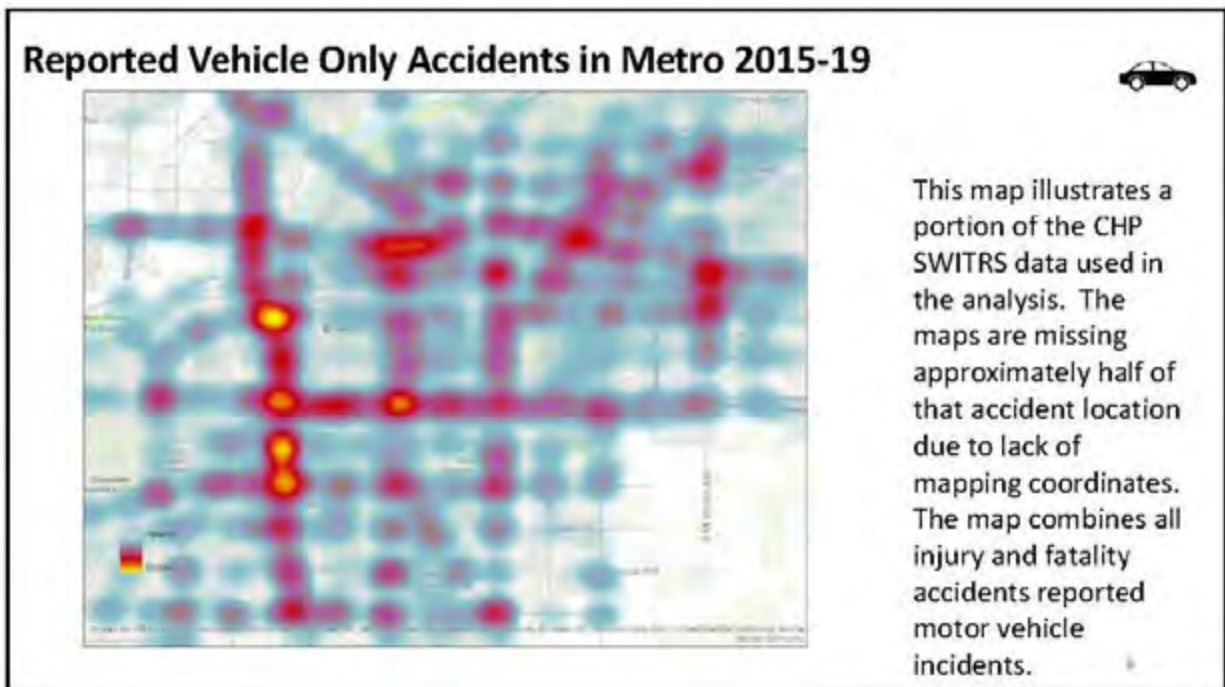
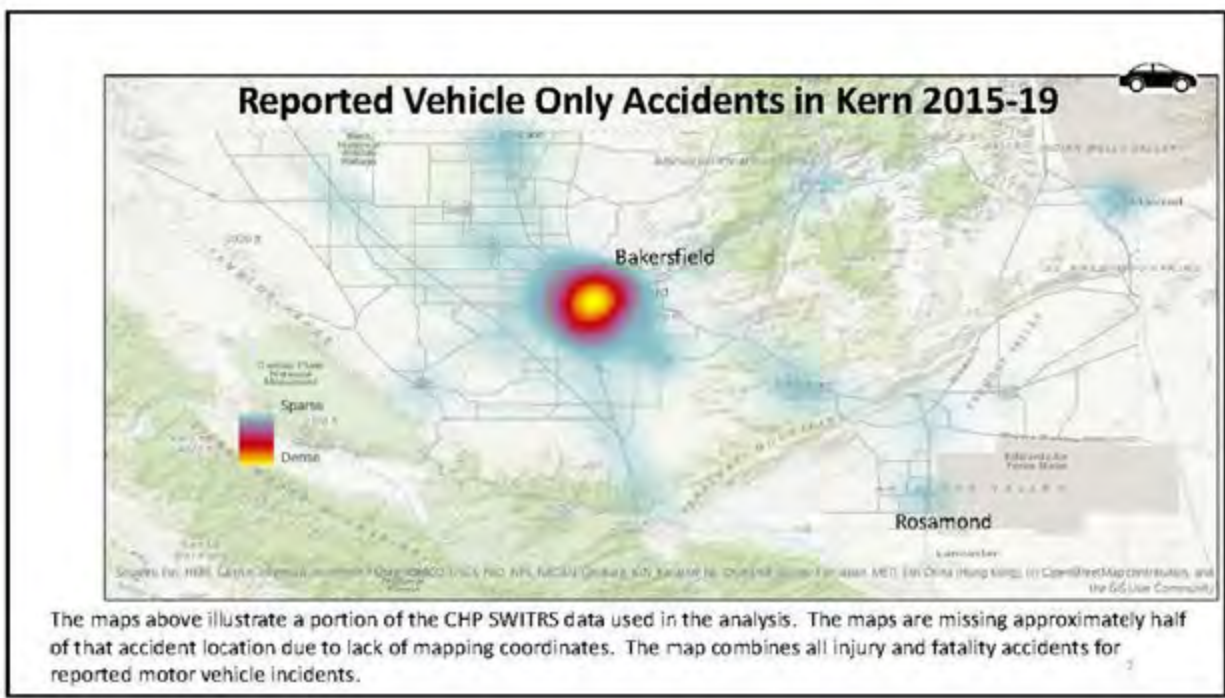
Motorized Vehicles

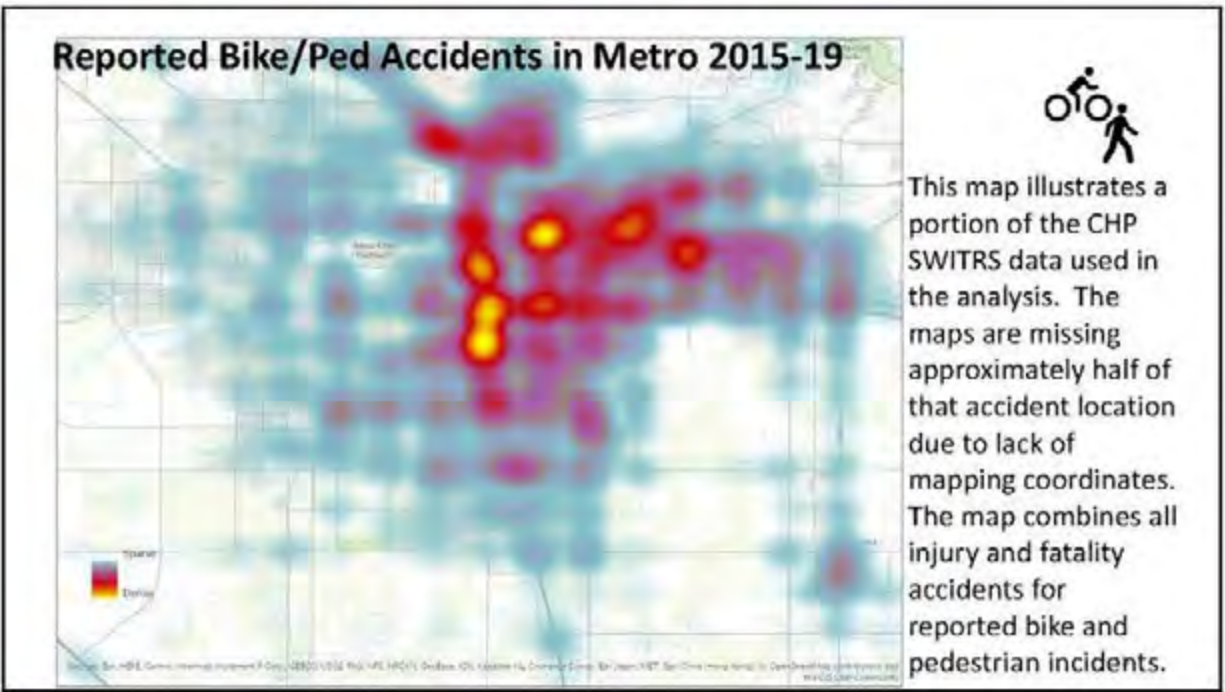
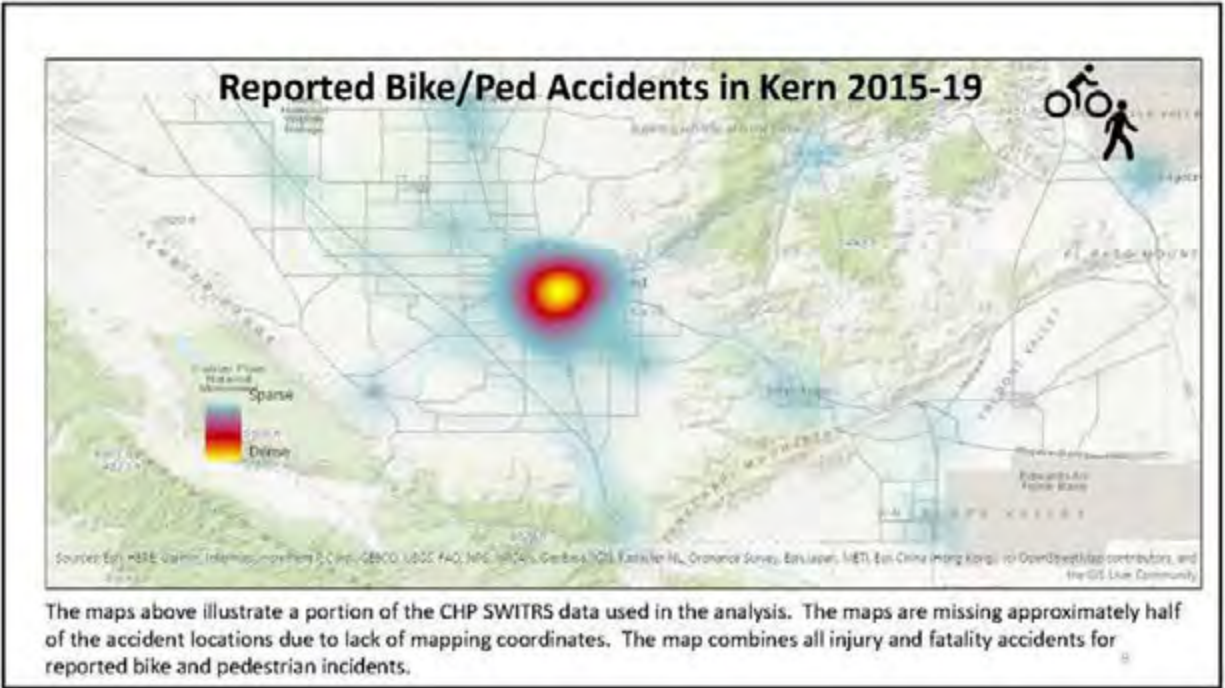
-  Number of Fatalities (SWITRS)
-  Rate of Fatalities per 100 Million VMT (SWITRS & HPMS)
-  Number of Serious Injuries (SWITRS)
-  Rate of Serious Injuries per 100 Million VMT (SWITRS & HPMS)

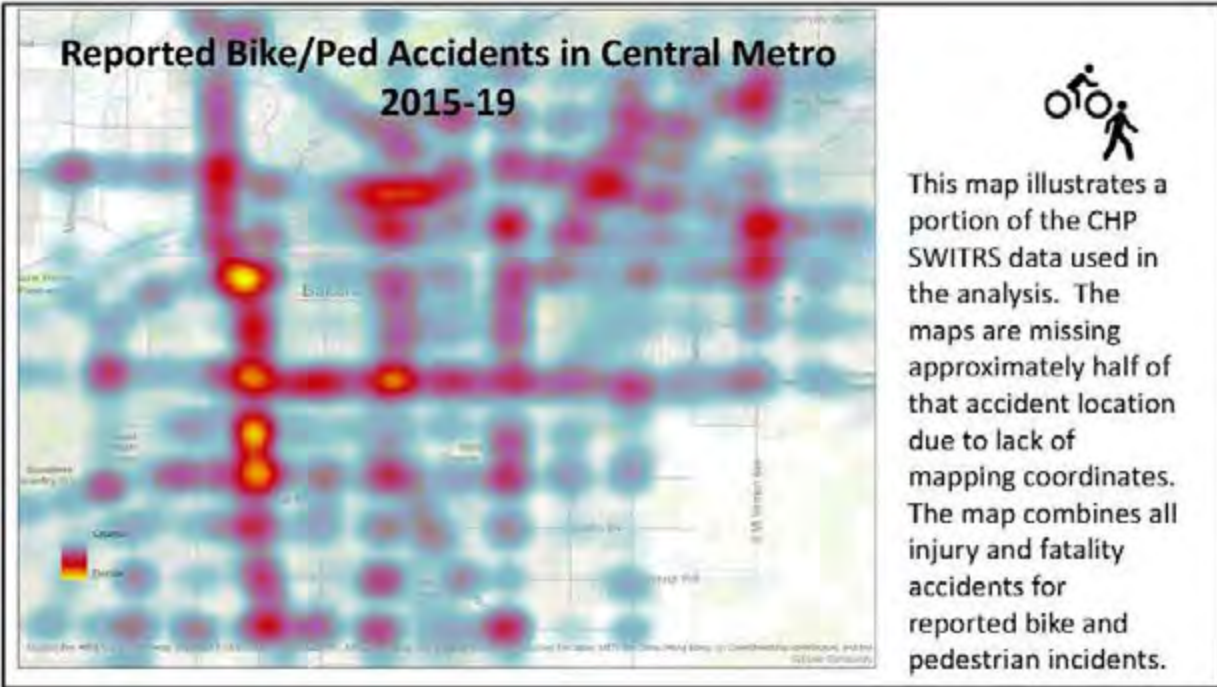
Non-Motorized

-  Number of Non-Motorized Fatalities and Serious Injuries (Bicycles and Pedestrians) (SWITRS)
-  Rate of Non-Motorized Fatalities and Serious Injuries (SWITRS & Travel Model) (This is not required but provided for information)









Countywide Accident Rate Monitoring Results

2011-2018 7-Year Change in 5-Year Running Average Accident Rates



1% decrease in vehicle related fatality rates from 1.62 to 1.6 per 100M miles traveled.



7% increase in vehicle related serious injury rates from 3.61 to 3.86 per 100M miles traveled.



32% increase in combined bike and pedestrian related injury/fatality rates from .000082 to .000108 per 1000 population.

2017-2018 1-Year Change in Annual Accident Rates



30% decrease in vehicle related fatality rates from 2 to 1.54 per 100M miles traveled.



33% increase vehicle related serious injury rates from 3.77 to 5 per 100M miles traveled.

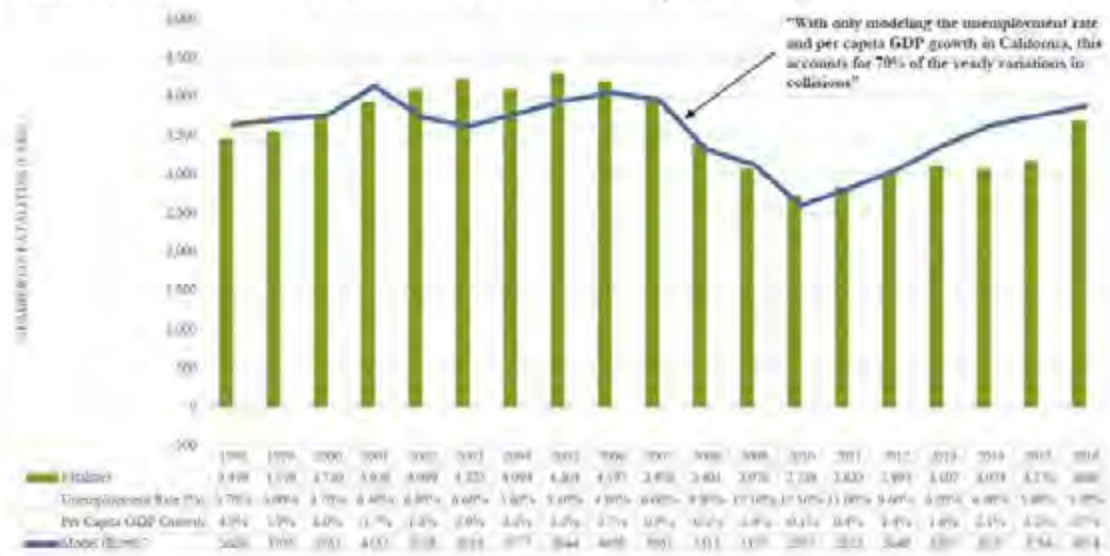


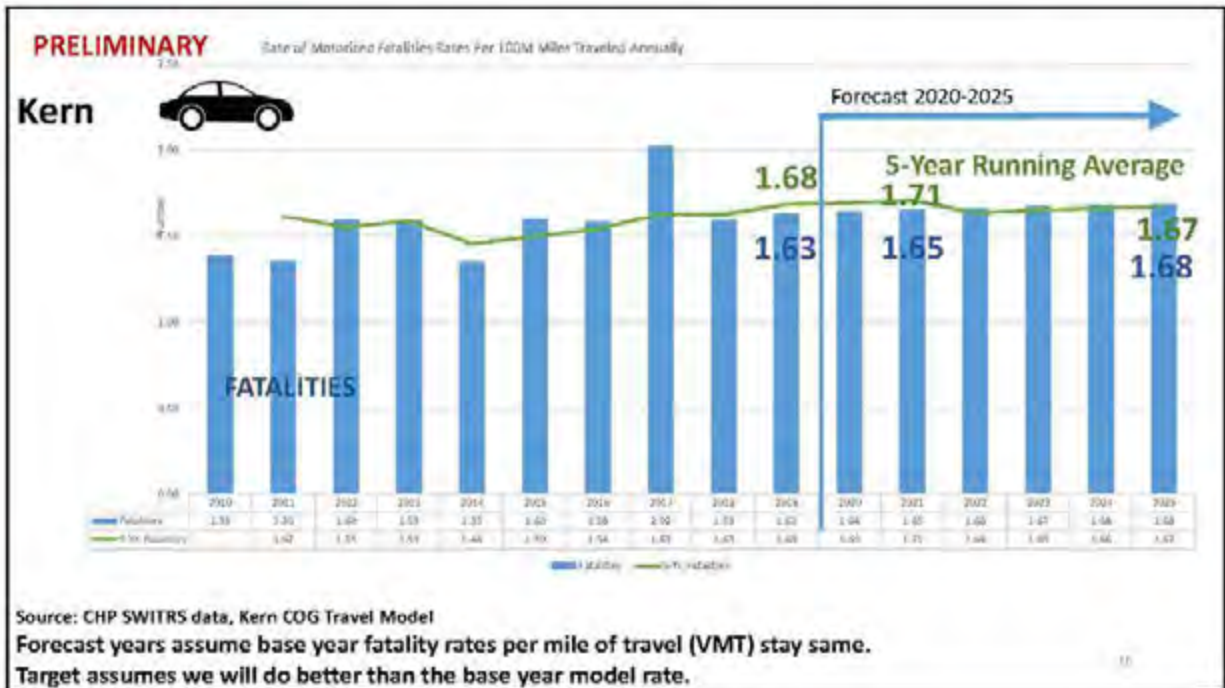
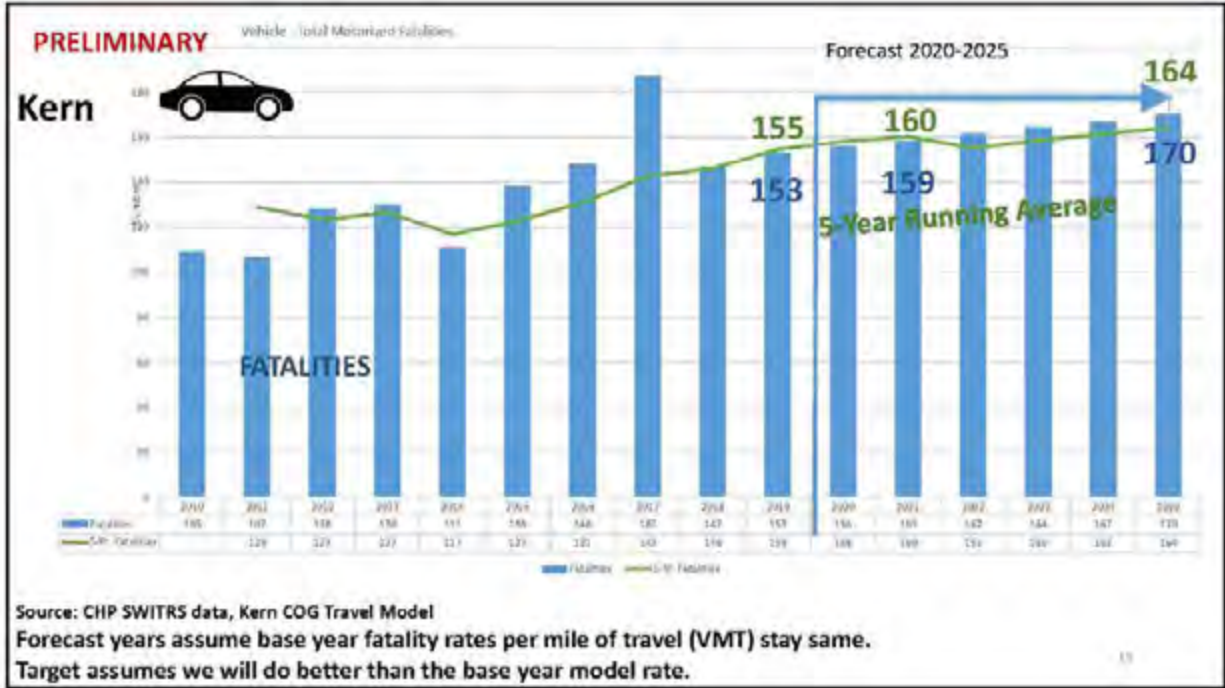
No change in combined bike and pedestrian related injury/fatality rates from .000011 to .000011 per 1000 population.

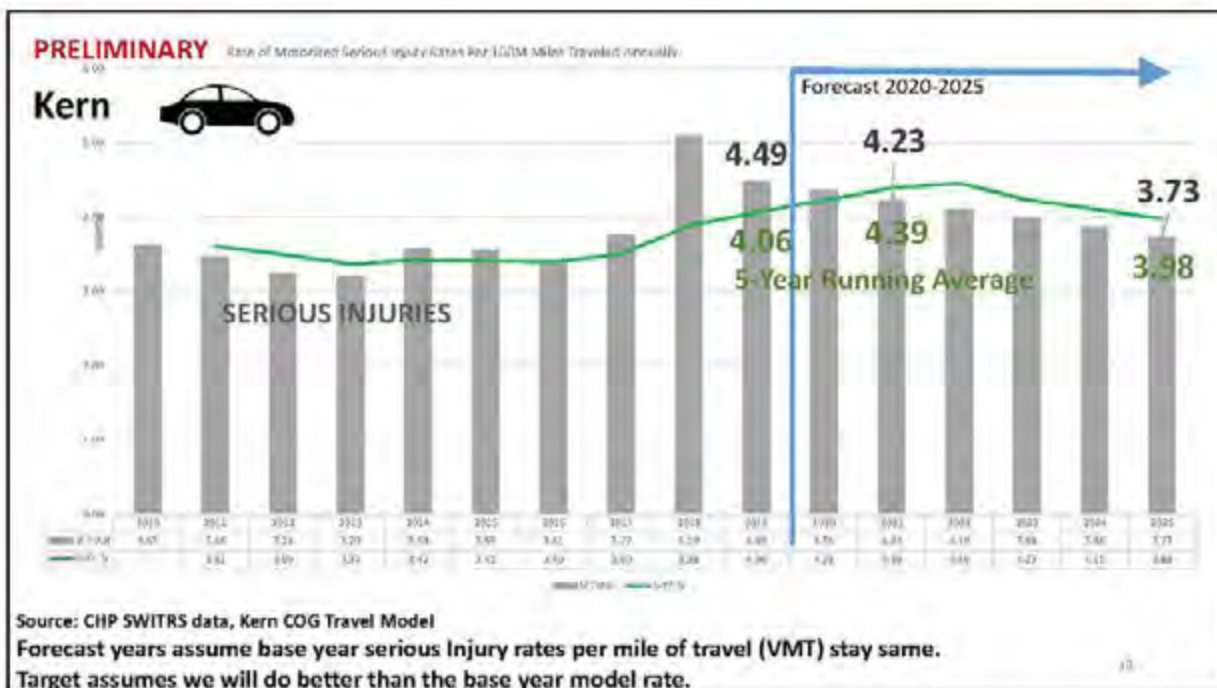
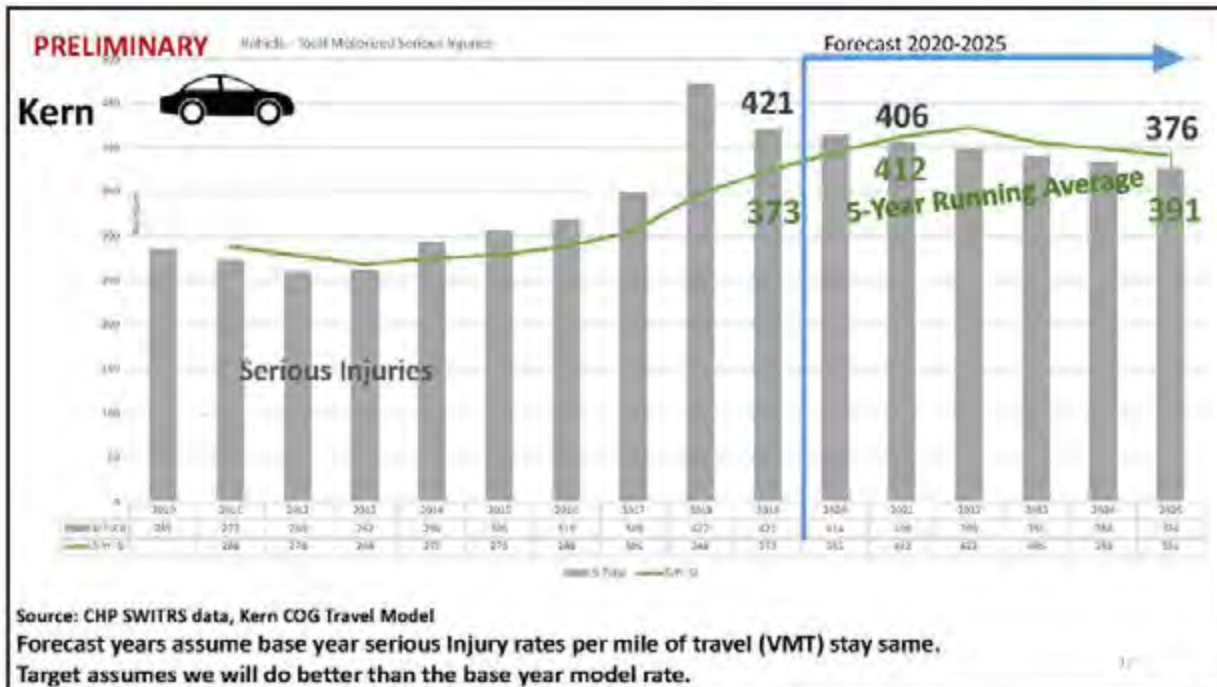
SAFETY PERFORMANCE MANAGEMENT TARGET SETTING

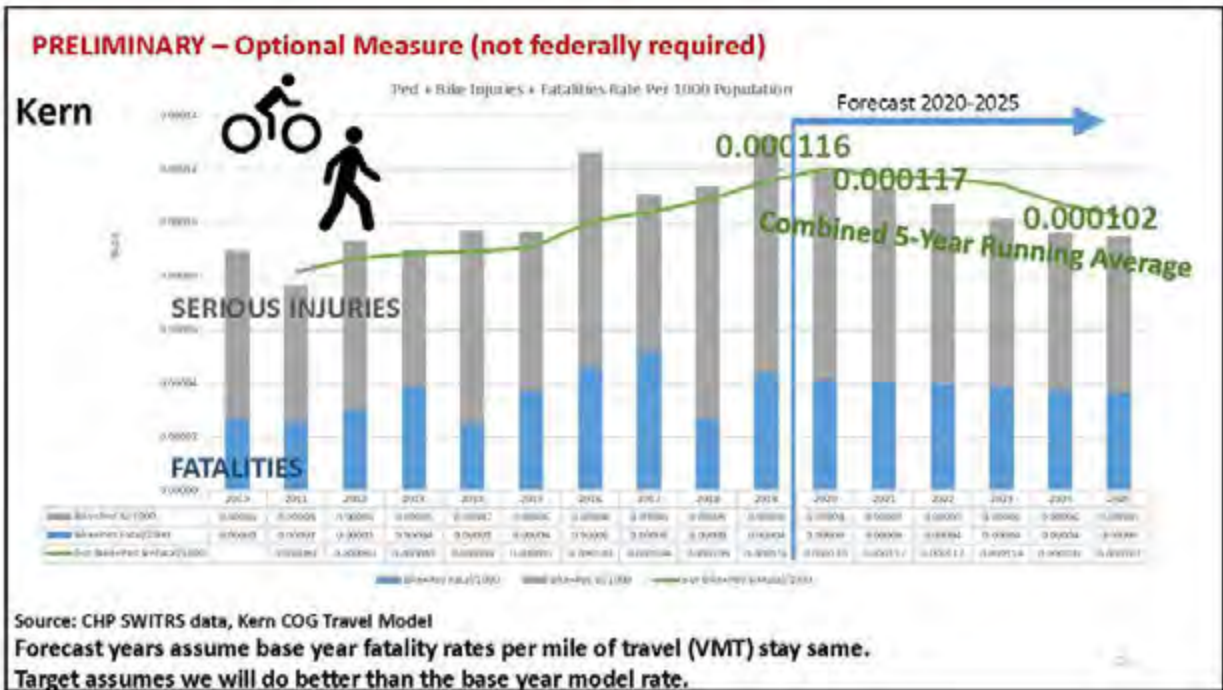
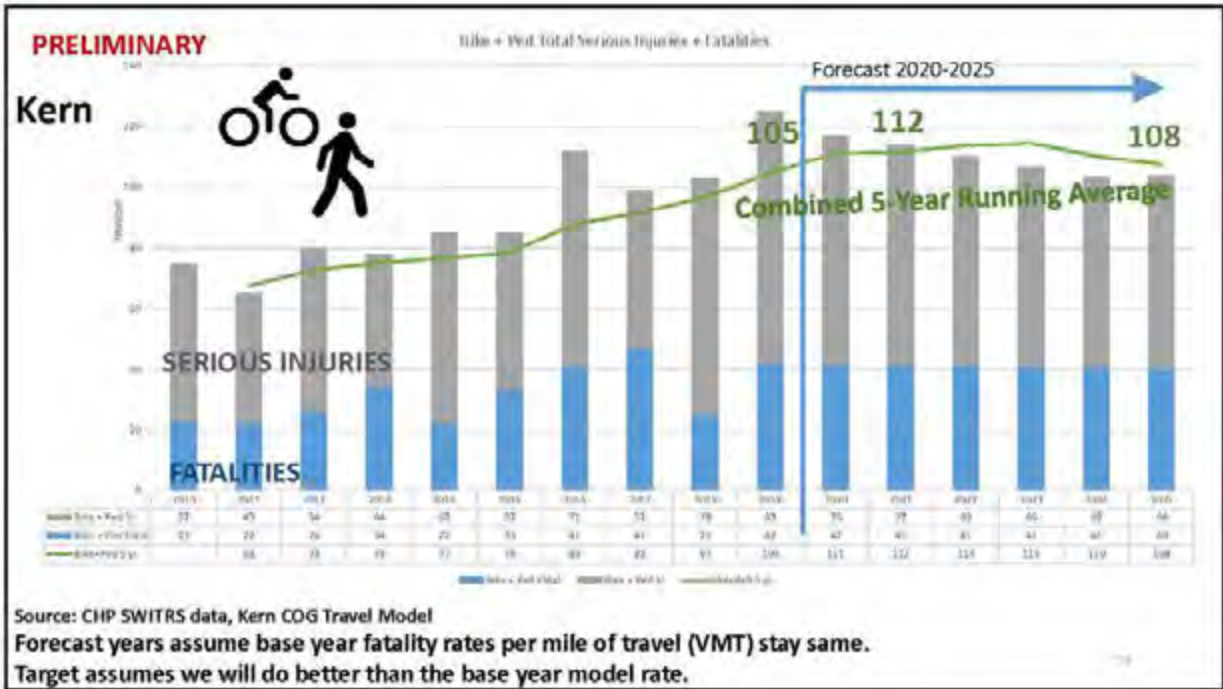
Statewide











Economic Determinism (1998-2016)









PRELIMINARY 2020 FEDERAL TARGETS UPDATE – Statewide & Kern		
Statewide	New	Old
Five Performance Targets	for 2021 (5-yr)	for 2020 (5-yr)
 Number of Fatalities =	<u>3624.8</u>	<u>3518</u>
 Rate of Fatalities per 100 Million VMT =	<u>1.044</u>	<u>1.023</u>
 Number of Serious Injuries =	<u>15419</u>	<u>13740.4</u>
 Rate of Serious Injuries per 100 Million VMT =	<u>4.423</u>	<u>3.994</u>
 Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (Bicycles and Pedestrians) =	<u>4340.8</u>	<u>4147.4</u>
Kern	for 2021 (5-yr)	for 2020 (5-yr)
Five Performance Targets		
 Number of Fatalities =	<u>160 (4.4% of the State*)</u>	<u>154</u>
 Rate of Fatalities per 100 Million VMT =	<u>1.71</u>	<u>1.64</u>
 Number of Serious Injuries =	<u>412 (2.7% of the State*)</u>	<u>405</u>
 Rate of Serious Injuries per 100 Million VMT =	<u>4.39</u>	<u>4.31</u>
 Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (Bicycles and Pedestrians) =	<u>112 (2.6% of the State**)</u>	<u>103</u>
*Kern accounts for 2.7% of the state VMT in 2018. **Kern accounts for 2.3% of the state population in July 2018.		

Toward Zero – What your agency can do:

The Caltrans Strategic Highway Safety Plan proposes four countermeasures to improve safety: engineering, education, enforcement and emergency services. Projects such as: **countdown pedestrian signals, buffered bike lanes, roundabouts, and establishing extra safety corridor enforcement**, where spikes in accident activity occur, should be considered where appropriate. In addition, state and federal **funding programs** as well as Kern COG's project delivery policies give extra points for projects that improve safety, including:

- Highway Safety and Improvement Program (HSIP) – local & state road safety projects
- State Highway Operation and Protection Program (SHOPP) – state highway safety projects
- Regional Surface Transportation Program (RSTP) – local road maintenance & safety projects
- Active Transportation Program (ATP) – (58%-78% pts. for safety & need depending on size)
- Regional Transportation Improvement Program (RTIP) – (50% of points safety/congestion)
- Congestion Mitigation and Air Quality (CMAQ) – (40% of points for safety/congestion)
- Kern Motorist Aid Authority (KMAA) – Travel info., safety roadside cleanup, safety corridors

2007-2018 Highway Safety and Improvement Program (HSIP) – Kern Region

Agency Name	Year	Unique Project ID	Location of Work	Description of Work	Project Cost	Federal Funds
Arvin	2018	H9-06-001	Various existing intersection locations throughout the City of Arvin with an emphasis on locations adjacent to parks and schools	Install new striped pedestrian crosswalks, stop bars, striping and a few curb ramps	\$ 249,600	\$ 249,900
Arvin	2013	HSIP6-06-001	Bear Mountain Blvd (SR 223)/Derby St	Install traffic signals, railroad crossings, upgrade and install new pavement, striping and pavement markers	\$724,400	\$651,700
Bakersfield	2018	H9-06-002	Calloway Drive in front of Norris Middle School at existing crosswalk near Manhattan Drive, Monitor Street in front of Palla Elementary School at existing crosswalk near Kyner Avenue.	Install flashing yellow beacons near crosswalks	\$ 246,100	\$ 246,100
Bakersfield	2016	H8-06-001	Fifty-seven (57) signalized intersections within the north west portion of the City of Bakersfield.	Remove existing pedestrian walk/don't walk signal heads and install new pedestrian countdown timer modules for all pedestrian crossings	\$ 124,400	\$ 111,960
Bakersfield	2016	H8-06-002	Eighty-eight (88) signalized intersections within the south west portion of the City of Bakersfield.	Remove existing pedestrian walk/don't walk signal heads and install new pedestrian countdown timer modules for all pedestrian crossings	\$ 211,200	\$ 190,080
Bakersfield	2015	HSIP7-06-004	Various Locations - 62 signalized intersections within the north east portion of the City of Bakersfield.	Install pedestrian countdown head at each signalized intersection	\$ 194,000	\$ 174,600
Bakersfield	2015	HSIP7-06-005	Various Locations - 50 signalized intersections within the south east portion of the City of Bakersfield.	Install pedestrian countdown head at each signalized intersection	\$ 168,000	\$ 151,200
Bakersfield	2013	HSIP6-06-002	60 intersections throughout the City of Bakersfield.	Install pedestrian countdown signal heads	\$190,000	\$171,000
Bakersfield	2012	HSIP5-06-001	Twenty (20) intersections within the city	Install pedestrian countdown heads	\$129,000	\$116,000
Bakersfield	2011	HSIP4-06-007	Various locations throughout the city	Install pedestrian countdown heads	\$126,000	\$113,400
Bakersfield	2008	6340	INSTALL FLASHING BEACONS AND CURB RAMPS,	BENTON STREET BETWEEN MING AVE. AND WILSON RD.	\$40,100	\$36,090
Delano	2018	H9-06-004	Twenty-two (22) uncontrolled pedestrian crossing locations throughout the City of Delano.	Install pedestrian crossings at uncontrolled locations; install/upgrade larger intersections warning/regulatory signs	\$ 249,300	\$ 249,300
Delano	2015	HSIP7-06-006	32 non-signalized crosswalk locations throughout the City of Delano.	Install pedestrian actuated warning systems, install Advanced Yield Markings, and Install Pedestrian Crossing Signs	\$ 437,900	\$ 437,900
Delano	2013	HSIP6-06-004	Cecil Ave/Albany St	Upgrade traffic signals; install protected left-turn phasing	\$320,600	\$286,500
Delano	2008	6375	INSTALL TRAFFIC SIGNAL	CECIL AVE. AND HIETT AVE. INTERSECTION	\$350,000	\$315,000
Kern County	2018	H9-06-010	Eighty-two (82) crosswalk locations at 79 intersections throughout Kern County.	Install continental crosswalks, intersection warning signs, reflective signs, pedestrian crossing signs, ADA curb ramps, street lighting, cross drains, and AC tie-ins	\$ 5,196,300	\$ 5,120,300
Kern County	2018	H9-06-011	The intersections of Roberts Lane at Sequoia Drive, Norris at Manor, and Manor at China Grade Loop.	Upgrade signals from pedestal to overhead mast arms	\$ 787,600	\$ 787,600
Kern County	2018	H9-06-012	Various signalized intersections throughout the unincorporated Bakersfield, Oldale, Wheeler Ridge, Lake Isabella, and Rosamond communities of Kern County.	Construct intersection improvements, including replacing signal hardware at 30 intersections, installing raised pavement markers/striping at 22 intersections, and upgrading existing ADA-accessible curb ramps	\$ 1,567,200	\$ 1,567,200
Kern County	2018	H9-06-013	San Diego Street between Hall Road and Burgundy Avenue, in the unincorporated community of Lamont, Kern County.	Install continental crosswalks and lighting at four existing uncontrolled pedestrian crossing areas	\$ 250,000	\$ 227,700
Kern County	2016	H8-06-007	Intersection of Mount Vernon Ave at Quincy St	Convert signal to mast arm for east/west bound traffic on Quincy St and install pedestrian countdown signal heads	\$ 219,100	\$ 219,100
Kern County	2016	H8-06-008	Intersection of Airport Dr at Norris Rd	Install additional signal heads at north, west and east bound directions on the near side of the intersection.	\$ 219,100	\$ 219,100
Kern County	2016	H8-06-009	Various locations in unincorporated Bakersfield and Rosamond areas.	Installation of pedestrian countdown signal heads.	\$ 272,000	\$ 250,000
Kern County	2016	H8-06-010	Various locations throughout the County of Kern.	Upgrade existing guardrails.	\$ 1,200,000	\$ 1,200,000
Kern County	2015	HSIP7-06-007	South Union Ave between Taft Highway and Ming Avenue.	Construct left turn channelization	\$ 1,134,300	\$ 1,020,870
Kern County	2012	HSIP5-06-014	Patton Way between Hageman Rd. and Snow Rd.	Modify traffic signals; install two-way left-turn lane	\$180,000	\$144,000
Kern County	2012	HSIP5-06-015	Roberts Ln /Oldale Dr.	Construct left-turn lanes; modify traffic signals; install pedestrian countdown heads	\$139,000	\$109,000

2007-2018 Highway Safety and Improvement Program (HSIP) – Kern Region

Agency Name	Year	Unique Project ID	Location of Work	Description of Work	Project Cost	Federal Funds
Kern County	2011	HSIP4-06-013	Mount Vernon Ave. between Kentucky St. and Niles Pl.	Modify raised medians; relocate crosswalk; construct curb ramps	\$213,000	\$191,000
Kern County	2008	6370	UPGRADE TRAFFIC SIGNALS	SOUTH UNION AVENUE AND PACHECO RD	\$231,000	\$207,900
Kern County	2008	6369	UPGRADE TRAFFIC SIGNALS; CONSTRUCT CURB RAMPS	BERNARD ST. AND ALTA VISTA DR. INTERSECTION	\$165,000	\$148,500
Kern County	2008	6371	UPGRADE TRAFFIC SIGNALS; CONSTRUCT CURB RAMPS	SOUTH UNION AVE. AND FAIRVIEW RD. INTERSECTION	\$231,000	\$207,900
Kern County	2007	5435	UPGRADE TRAFFIC SIGNALS; REMOVE FIXED OBJECTS; CONSTRUCT CURB RAMPS	INTERSECTION OF FLOWER ST. AND HALEY ST.	\$303,600	\$273,240
Mcfarland	2016	H8-06-012	Various stop controlled intersections along Garzoli Avenue; and Perkins Ave and 5th Street.	Upgrade signing with new Solar flashing LED Stop signs, traffic striping and markings, solar Speed Limit warning flashing beacon signs with radar speed feedback, crosswalk with In Roadway warning lights and upgrade ADA curb ramps	\$ 212,400	\$ 212,400
Shafter	2015	HSIP7-06-008	Lerdo Highway between Cherry Ave. and Zerker Rd.	Install guardrail	\$ 1,081,800	\$ 1,081,800
Shafter	2011	HSIP4-06-006	Lerdo Hwy. between Cherry Ave. and Driver Rd.	Install median guardrail, signs, striping, and pavement markings	\$1,260,900	\$900,000
Taft	2016	H8-06-013	Kern Street between 1st Street and Hillard Street	Remove existing roadway luminaires and install high performance cobra heads LED Roadway Luminaires, install Radar Speed Feed Back Signs, re-design pedestrians crosswalks; repaint and add markings.	\$ 432,000	\$ 432,000
Wasco	2016	H9-06-021	Various locations on local roadways throughout Wasco.	Upgrade roadway signs and various intersections as recommended in 2017 City of Wasco Roadway Safety Signs Audit Project Report.	\$ 114,023	\$ 114,023
Wasco	2016	H8-06-015	Various locations around Barker Park	Install Rectangular Rapid Flashing Beacons (RRFBs), high visibility crosswalks, infill sidewalk, and ADA curb ramps.	\$ 178,900	\$ 160,920
Wasco	2015	HSIP7-06-008	Various locations within the Wasco city limits.	Roadway Safety Sign Audit and sign upgrade/installation project	\$ 143,900	\$ 143,900
Wasco	2010	HSIP3-06-041	Palm Ave. between SR 45 and 9th Place	Construct ADA compliant curb, gutter, sidewalk, and curb ramps	\$232,900	\$184,000
Wasco	2006	6366	BICYCLE/PEDESTRIAN IMPROVEMENTS	7TH STREET BETWEEN BROADWAY AND PALM AVENUES	\$235,100	\$211,580
Wasco	2007	5441	INSTALL IN-PAVEMENT CROSSWALK LIGHTS	MID-BLOCK CROSSWALK ON POSO DRIVE BETWEEN GRIFFITH AVE. AND POPLAR AVE.	\$55,000	\$49,500
Wasco	2007	5442	INSTALL IN-PAVEMENT CROSSWALK LIGHTS	INTERSECTION OF PALM AVE. AND 9TH PLACE.	\$189,700	\$170,730
HSIP - Kern Total 2007-2018					\$20,205,523	\$19,057,003



VII. TTAC

January 6, 2021

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Ed Flickinger,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VII
FEDERAL BRIDGE AND PAVEMENT CONDITION PERFORMANCE
MEASUREMENT TARGET REQUIREMENT

DESCRIPTION:

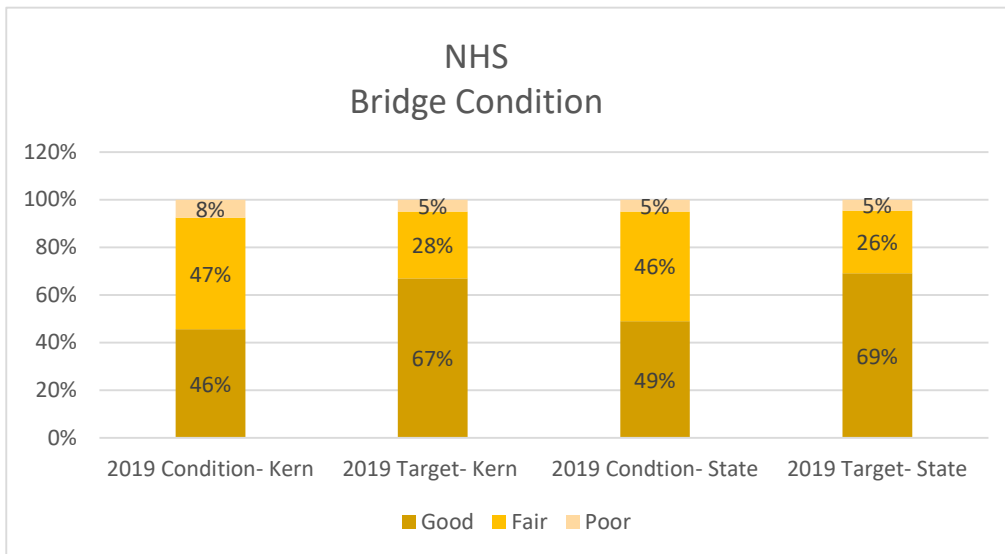
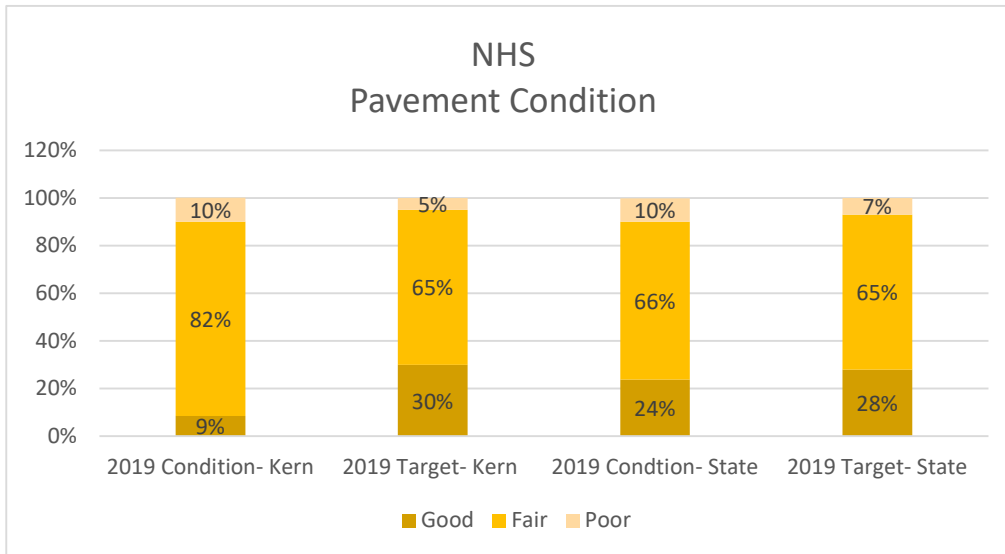
Caltrans has developed federal bridge and pavement condition performance measures (PM2) for jurisdictions with National Highway System (NHS) mileage (Kern, Bakersfield, Shafter and Caltrans), consistent with the state targets and the federal methodology.

DISCUSSION:

Under the requirements of the federal transportation spending bill, MAP-21, states and metropolitan planning organizations (MPOs) like Kern COG are required to monitor bridge and pavement condition. In consultation with Kern COG Staff, Caltrans has established statewide and Kern regional targets. In 2018 Kern COG worked with the affected member agencies to provide weighted average conditions to help Caltrans with target setting. An informative Caltrans webinar along with slides on this methodology is online at <https://dot.ca.gov/programs/asset-management/pavement-bridge-performance-management>. MPOs were required to submit to Caltrans by September 17, 2020 a Mid Performance Period (MPP) target form. Kern COG submitted this form by the deadline while having obtained input by the affected member agencies.

If California does not achieve the established statewide aggregate 2 and 4-year targets then the state is required to develop an improvement plan in consultation with the MPOs. In addition, the Federal Highways Administration (FHWA) will review how MPOs are addressing and achieving their targets (or assisting the state in achieving targets) during their 4-year Federal Certification Review. Maintaining Federal MPO Certification is a pre-requisite to receiving federal funding. Kern's next four-year review is in 2023. At that review Kern COG intends to report the long-time and successful use of Regional Surface Transportation Program (RSTP) and Highway Bridge Programs by our member agencies for state of good repair projects on federal aid system routes including the NHS. In addition, the Kern COG board has an adopted policy for approving a regional RSTP project that could be used to for prioritizing maintenance projects on local NHS routes should Caltrans monitoring demonstrate failure to meet the targets in Kern. Kern COG can also consider project delivery policies that help prioritize bridge and pavement maintenance on the NHS.

As bridge and pavement conditions improve on the local NHS routes, the targets will improve automatically. Member agencies are encouraged to promote projects and policies that improve the NHS routes in their jurisdictions to help the region to perform as good or better than targets for our region.



ACTION:

Information.

Attachments –

- A. Copy of local NHS webinar presentation of Mid Performance Period (MPP) dated 8/13/2020
- B. Current and Baseline NHS Pavement and Bridge Condition
- C. Local NHS 2 & 4-Year targets established on 5/20/2018
- D. Mid Performance Period (MPP) Progress Reporting Form

Pavement and Bridge (PM2)

Mid-Performance Period (MPP)
Progress Report Webinar



Welcome and Introductions

Michael Johnson

State Asset Management Engineer

California Department of Transportation (Caltrans)



MPO Roll Call

- Association of Monterey Bay Area Governments (AMBAG)
- Butte County Association of Governments (BCAG)
- Fresno Council of Governments (Fresno COG)
- Kings County Association of Governments (KCAG)
- Kern Council of Governments (KCOG)
- Merced County Association of Governments (MCAG)
- Madera County Transportation Commission (MCTC)
- Metropolitan Transportation Commission (MTC)
- Sacramento Area Council of Governments (SACOG)
- San Diego Association of Governments (SANDAG)
- San Joaquin Council of Governments (SJCOG)
- San Luis Obispo Council of Governments (SLOCOG)
- Santa Barbara County Association of Governments (SBCAG)
- Shasta Regional Transportation Agency (SRTA)
- Southern California Association of Governments (SCAG)
- Stanislaus Council of Governments (StanCOG)
- Tulare County Association of Governments (TCAG)
- Tahoe Metropolitan Planning Organization (TMPO)



Webinar Objectives

- Review NHS & Pavement and Bridge Target Setting
- Develop a common understanding of the Federal Requirements
- Share Current Condition of NHS Pavement and Bridges and Change from Baseline Performance
- Discuss 4-Year Performance Targets
- Proposed submittal requirements and timeline



What is the NHS?

- The National Highway System (NHS) is the Interstate Highway System plus additional roads important to the nation's economy, defense and mobility
- MAP-21 expanded the NHS to include all roadways with functional classes of principal arterial or higher
- In California the NHS is over 15,000 miles of roadway owned by the state and local agencies
- The TAMP is required to include the entire NHS



California NHS

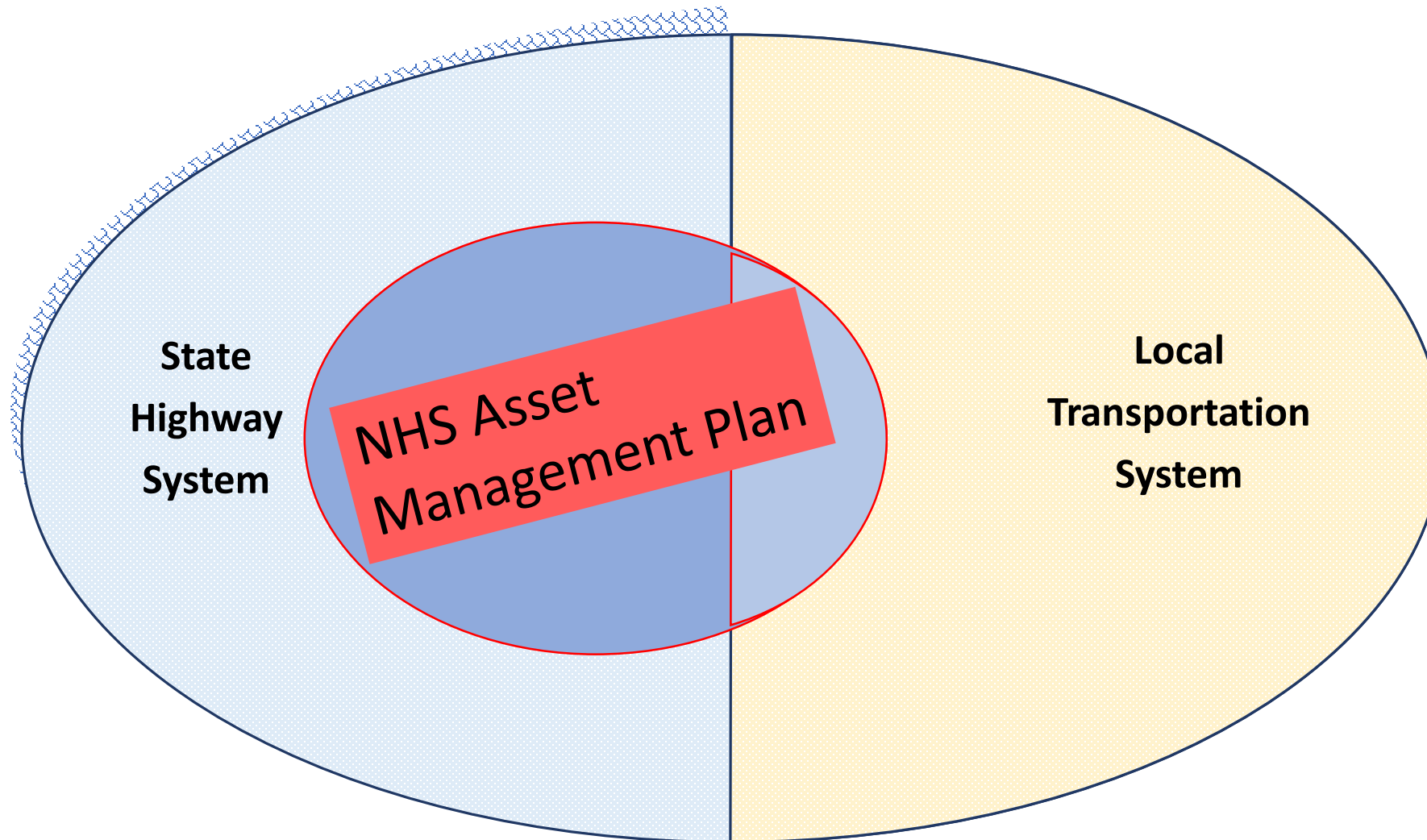




NHS – Bay Area & Los Angeles Area



Transportation System included in the TAMP



Relationship between TAMP/ & Target Setting

- The TAMP Requires the implementation of Performance Management which requires performance targets to be set using the National Measures
- FHWA defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals (targets)



TAMP Target Setting

- The TAMP utilized a 10 year period for all analysis and 10 year target condition ending 2027/28
- The California TAMP targets reflected the varied starting condition levels
- Agencies have varied funding availability that influenced accomplishments and resulting conditions
- The FHWA requires 2 & 4 year targets to measure progress toward the 10 year goal established in the TAMP
- All MPOs adopted state targets comprised of weighted aggregate of all MPOs



Federal Performance Measures

Pavement Performance of the NHS

- Percentage of Interstate pavements in Good condition
- Percentage of Interstate pavements in Poor condition
- Percentage of non-Interstate NHS pavements in Good condition
- Percentage of non-Interstate NHS pavements in Poor condition

Bridge Performance of the NHS

- Percentage of NHS bridges in Good condition
- Percentage of NHS bridges in Poor condition
-



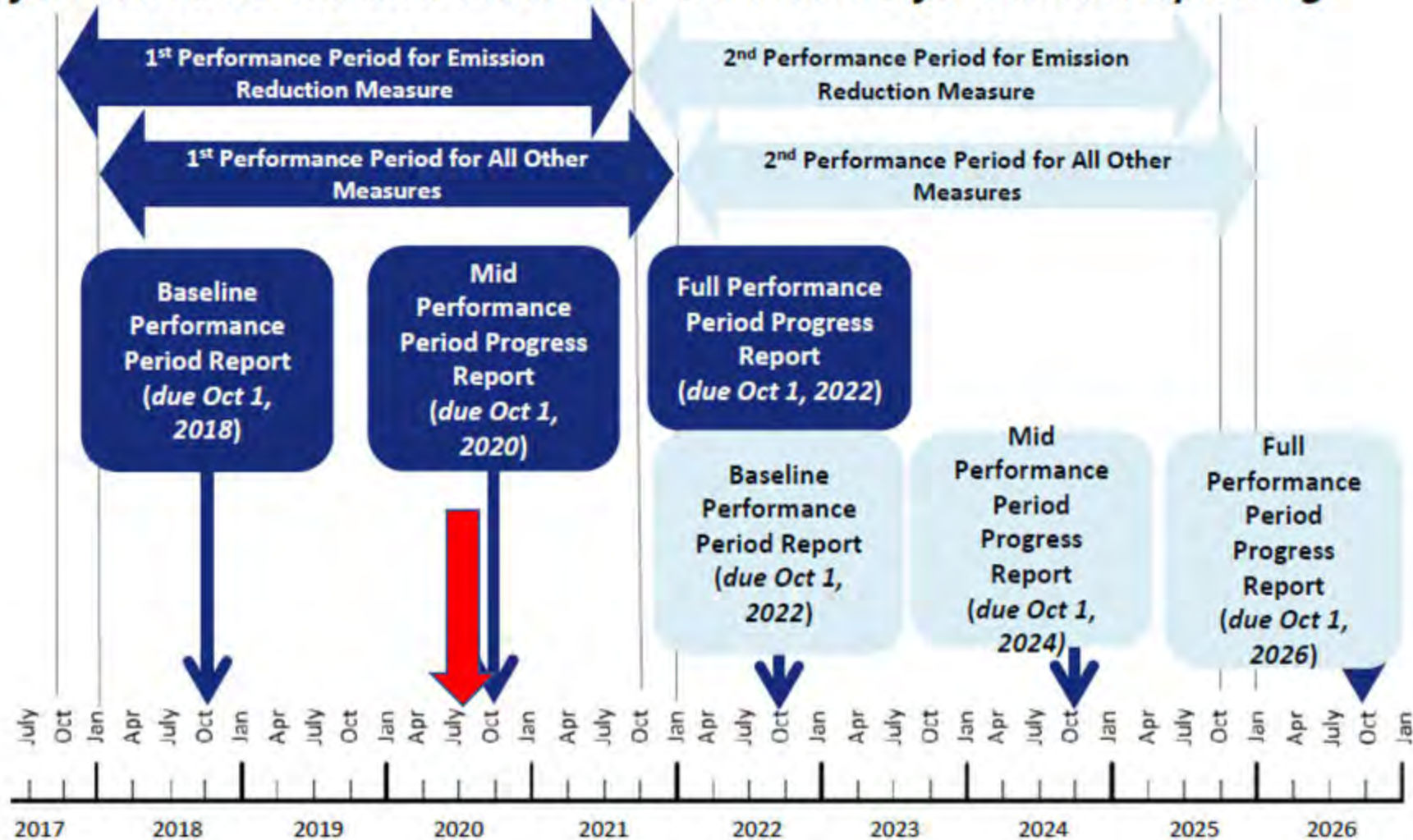
Adopted Baseline Performance Targets to FHWA October 2018

Statewide Targets				
Pavement and Bridge Performance Measures	2-Year NHS Targets		4-Year NHS Targets	
	(1/1/2018 - 12/31/2019)		(1/1/2020 - 12/31/2021)	
	Good	Poor	Good	Poor
Pavements on the NHS				
Interstate	45.1%	3.5%	44.5%	3.8%
Non-Interstate	28.2%	7.3%	29.9%	7.2%
Bridges on the NHS	69.1%	4.6%	70.5%	4.4%



Mid Performance Period (MPP) Progress Reporting

Performance Period and State DOT Biennial Performance Reporting



MPP Reporting Requirements

By October 1, 2020, and every 4 years thereafter [State DOTs]

State DOTs report their 2-year (midpoint performance period) progress and adjusted 4-year targets (if warranted) to FHWA



FHWA MPP Reporting (23 CFR 490)

2-Year NHS Pavement and Bridge Targets

- Discuss progress made toward achieving the 2-year targets
- Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year targets?

4-Year NHS Pavement and Bridge Targets

- Does State wish to adjust 4-year targets?
- Provide basis for adjustment of 4-year targets and how it supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan
- Provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target



Mid Performance Non-Interstate NHS Pavement

MPO/RTPA	County	Total Lane Miles	% of Lane Miles	2019 Pavement Condition			2-Year Change	
				Good	Fair	Poor	Good Percent Change	Poor Percent Change
State_Non-Interstate		22477	51.9%	43.1%	54.4%	2.5%	-0.4%	0.0%
Butte (BCAG)		101	0.2%	4.2%	77.7%	18.2%	-3.1%	5.5%
Fresno (FCOG)		522	1.2%	8.0%	75.4%	16.6%	-5.3%	12.3%
Glenn CTC		6	0.0%	6.2%	80.6%	13.2%	-3.6%	13.2%
Humboldt CAG		36	0.1%	3.0%	86.2%	10.7%	-97.0%	10.7%
Kern (KCOG)		706	1.6%	8.5%	81.6%	10.0%	-10.9%	6.0%
Kings (KCOG)		35	0.1%	5.0%	95.0%	0.0%	-11.2%	0.0%
Lassen CTC		8	0.0%	0.0%	100.0%	0.0%	-100.0%	0.0%
Madera (MCTC)		4	0.0%	0.0%	81.1%	18.9%	0.0%	8.5%
Merced (MCAG)		87	0.2%	0.0%	72.0%	28.0%	-2.1%	12.7%
Metropolitan (MTC)		3121	7.2%	1.7%	85.8%	12.5%	0.1%	1.4%
Monterey (AMBAG)		269	0.6%	7.5%	78.6%	13.9%	-0.3%	5.6%
Sacramento (SACOG)/Tahoe (TRPA)		9.7	0.0%	0.0%	95.9%	4.1%	-74.0%	-16.1%
Sacramento SACOG		1396	3.2%	2.3%	75.8%	21.8%	-0.9%	7.4%
San Diego (SANDAG)		1225	2.8%	1.0%	84.3%	14.7%	-1.1%	6.0%
San Joaquin (SJCOG)		564	1.3%	4.7%	86.4%	8.9%	-2.5%	2.1%
San Luis Obispo (SLOCOG)		47	0.1%	6.8%	86.1%	7.1%	-3.6%	-4.4%
Santa Barbara (SBCAG)		148	0.3%	3.3%	88.7%	8.0%	-0.5%	0.1%
Shasta (SRTA)		10	0.0%	0.0%	81.7%	18.3%	-13.3%	2.9%
Southern California (SCAG)		12170	28.1%	2.7%	76.7%	20.6%	-0.8%	5.9%
Stanislaus (StanCOG)		220	0.5%	13.9%	73.0%	13.1%	0.7%	-0.3%
Tulare (TCAG)		118	0.3%	5.5%	79.5%	15.0%	-8.9%	12.6%
Grand Total		43280.5	100.0%	23.8%	66.2%	9.9%	21.6%	-0.3%

Notes:
% Change difference between 2017 and 2019 HPMS

2 Year condition change percentages were updated after the webinar on 8/14/2020



MPO/RTPA	County	Total Lane Miles	% of Lane Miles	2019 Pavement Condition			2-Year Change	
				Good	Fair	Poor	Good Percent Change	Poor Percent Change
Metropolitan (MTC)		3121	7.2%	1.7%	85.8%	12.5%	0.1%	1.4%
	Alameda	587	1.4%	1.6%	83.3%	15.1%	0.6%	-1.7%
	Contra Costa	452	1.0%	2.5%	85.0%	12.6%	-0.1%	5.4%
	Marin	70	0.2%	1.4%	76.7%	21.9%	-0.6%	10.7%
	Napa	34	0.1%	1.2%	69.0%	29.9%	1.2%	4.6%
	San Francisco	327	0.8%	0.7%	89.2%	10.1%	0.7%	6.7%
	San Mateo	54	0.1%	0.0%	84.8%	15.2%	-1.1%	8.2%
	Santa Clara	1244	2.9%	2.1%	88.2%	9.7%	-0.1%	-0.6%
	Solano	286	0.7%	1.5%	81.5%	17.0%	0.6%	-1.0%
	Sonoma	68	0.2%	0.0%	87.9%	12.1%	-2.6%	-4.0%
Sacramento SACOG		1396	3.2%	2.3%	75.8%	21.8%	-0.9%	7.4%
	Placer	164	0.4%	6.2%	91.3%	2.6%	-4.2%	-0.9%
	Sacramento	1136	2.6%	1.8%	72.9%	25.3%	-0.3%	9.2%
	Yolo	97	0.2%	1.5%	84.4%	14.1%	-3.8%	3.9%
San Diego (SANDAG)		1225	2.8%	1.0%	84.3%	14.7%	-1.1%	6.0%
	San Diego	1225	2.8%	1.0%	84.3%	14.7%	-1.1%	6.0%
Southern California (SCAG)		12170	28.1%	2.7%	76.7%	20.6%	-0.8%	5.9%
	Imperial	288	0.7%	11.7%	62.1%	26.1%	-5.3%	1.5%
	Los Angeles	6451	14.9%	0.9%	71.5%	27.6%	-0.8%	9.1%
	Orange	3059	7.1%	3.9%	85.9%	10.2%	-0.8%	2.5%
	Riverside	678	1.6%	5.3%	79.7%	15.0%	-1.1%	6.1%
	San Bernardino	1156	2.7%	4.9%	79.0%	16.1%	-0.8%	5.0%
	Ventura	538	1.2%	5.0%	86.0%	9.0%	-1.5%	0.6%

Notes:

% Change difference between 2017 and 2019 HPMS

2 Year condition change percentages were updated after the webinar on 8/14/2020

County Level Pavement Condition

MTC, SACOG, SANDAG, and SCAG comprise 86% of the MPO/RTPA NHS pavement assets.



Mid Plan Performance - NHS Bridge Condition

MPO/County	Total Structures	Total Deck Area (Ft^2)	Total % Deck Area	2020 NHS Bridge Condition			2-Year Change	
				Good	Fair	Poor	Good Condition Change	Poor Condition Change
State	9,263	217,404,048	89.78%	50.6%	45.3%	4.2%	-18.8%	0.5%
Local	1,672	24,741,878	10.22%	37.0%	49.6%	13.4%	-3.8%	-1.4%
Butte (BCAG)	7	39,525	0.02%	31.2%	68.8%	0.0%	8.0%	0.0%
Fresno (FCOG)	31	351,398	0.15%	44.3%	54.9%	0.8%	13.2%	0.0%
Humboldt CAG	2	5,113	0.00%	0.0%	38.1%	61.9%	0.0%	61.9%
Kern (KCOG)	70	860,211	0.36%	45.6%	46.8%	7.6%	-17.6%	2.7%
Merced (MCAG)	10	52,959	0.02%	77.4%	22.6%	0.0%	44.1%	-1.7%
Metropolitan (MTC)	289	4,652,431	1.92%	31.7%	46.5%	21.8%	-8.2%	4.0%
Monterey (AMBAG)	12	144,280	0.06%	25.8%	36.7%	37.5%	14.6%	37.5%
Sacramento SACOG	99	1,347,681	0.56%	41.4%	52.7%	5.9%	-10.5%	2.4%
San Diego (SANDAG)	70	1,342,730	0.55%	21.3%	60.4%	18.3%	-12.1%	-2.4%
San Joaquin (SJCOG)	40	618,709	0.26%	59.3%	26.5%	14.2%	-18.5%	4.4%
San Luis Obispo (SLOCOG)	5	33,498	0.01%	0.0%	100.0%	0.0%	0.0%	0.0%
Santa Barbara (SBCAG)	27	167,790	0.07%	45.5%	39.7%	14.8%	-2.7%	-3.4%
Shasta (SRTA)	3	133,860	0.06%	2.6%	97.4%	0.0%	-91.5%	0.0%
Southern California (SCAG)	988	14,066,403	5.81%	39.3%	48.9%	11.8%	2.9%	-2.6%
Stanislaus (StanCOG)	8	186,292	0.08%	35.9%	18.3%	45.8%	11.3%	31.2%
Tulare (TCAG)	3	32,689	0.01%	0.0%	100.0%	0.0%	-100.0%	0.0%
Grand Total	10,935	242,145,926	100.00%	49.18%	45.70%	5.12%	-19.7%	0.4%

Notes: % Change difference between 2017 and Current NBI

2 Year condition change percentages were updated after the webinar on 8/14/2020



MPO/County	Total Structures	Total Deck Area (Ft^2)	Total % Deck Area	2020 NHS Bridge Condition			2-Year Change	
				Good	Fair	Poor	Good Condition Change	Poor Condition Change
State	9,263	217,404,048	89.78%	50.6%	45.3%	4.2%	-18.8%	0.5%
Local	1,672	24,741,878	10.22%	37.0%	49.6%	13.4%	-3.8%	-1.4%
Metropolitan (MTC)	289	4,652,431	1.92%	31.7%	46.5%	21.8%	-8.2%	4.0%
ALA	49	994,452	0.41%	29.9%	58.1%	11.9%	-16.1%	9.6%
CC	63	678,393	0.28%	31.3%	34.9%	33.8%	-0.6%	4.2%
MRN	1	4,101	0.002%	100.0%	0.0%	0%	99.4%	0.0%
NAP	8	138,823	0.06%	31.1%	51.9%	16.9%	22.8%	-49.6%
SCL	105	1,560,529	0.64%	40.6%	40.7%	18.7%	-16.6%	1.7%
SF	12	247,580	0.10%	40.8%	59.2%	0.0%	-2.7%	0.0%
SM	30	868,345	0.36%	13.7%	45.8%	40.5%	-26.7%	-1.6%
SOL	13	104,656	0.04%	41.6%	58.4%	0.0%	-18.1%	-18.0%
SON	8	55,552	0.02%	38.9%	61.1%	0.0%	-16.1%	0.0%
Sacramento SACOG	99	1,347,681	0.56%	41.4%	52.7%	5.9%	-10.5%	2.4%
PLA	14	202,188	0.08%	30.0%	70.0%	0.0%	-12.6%	0.0%
SAC	79	1,071,684	0.44%	44.5%	52.4%	3.0%	-11.0%	-0.8%
YOL	6	73,809	0.03%	27.2%	8.9%	63.9%	0.0%	55.0%
San Diego (SANDAG)	70	1,342,730	0.55%	21.3%	60.4%	18.3%	-12.1%	-2.4%
SD	70	1,342,730	0.55%	21.3%	60.4%	18.3%	-12.1%	-2.4%
Southern California (SCAG)	988	14,066,403	5.81%	39.3%	48.9%	11.8%	2.9%	-2.6%
IMP	28	82,347	0.03%	10.2%	62.5%	27.3%	10.2%	27.3%
LA	577	8,618,184	3.56%	35.8%	55.3%	8.9%	7.9%	-7.0%
ORA	193	2,916,726	1.20%	54.3%	34.4%	11.4%	-3.0%	6.3%
RIV	78	1,003,659	0.41%	58.1%	33.7%	8.2%	0.6%	-1.4%
SBD	76	906,970	0.37%	15.1%	55.5%	29.4%	-11.1%	-7.0%
VEN	36	538,517	0.22%	23.8%	40.8%	35.4%	-6.2%	9.4%

Notes: % Change difference between 2017 and Current NBI

2 Year condition change percentages were updated after the webinar on 8/14/2020

2020 County Level NHS Bridge Condition

MTC, SACOG, SANDAG, and SCAG comprise 87% of the MPO/RTPA NHS bridge assets.



Open Discussion on Meeting 4-Yr Targets

- COVID-19
- Other financial impacts
- Resources
- Validity of initial target assumptions
- Programming consistent with these targets
- Other



Local Decision Needed on NHS Targets



- Maintain 4-Yr Pavement and Bridge Targets
- Maintain 4-Yr Pavement and Adjust Bridge Targets
- Adjust 4-Yr Pavement and Bridge Targets
- Adjust 4-Yr Pavement and Maintain Bridge Targets



PM2 Submittal

Step 1: Review 2 & 4-Yr Performance Targets

Jurisdiction	4 Year Pavement Condition Targets				
	2021 Lane Miles	Good (LM)	% Target (G)	Poor (LM)	% Target (P)
State Interstate NHS	14,159	6,303	44.5%	544	3.8%
Non-Interstate NHS	22,490	11,100	49.4%	787	3.5%
Other Non-Interstate NHS	54	9	16.7%	1	1.9%
Local**	19,614	1,483	7.6%	2,265	11.5%
Butte (BCAG)	69	14	20.3%	9	12.6%
Fresno (FCOG)	479	107	22.4%	19	3.9%
Glenn CTC	6	1	9.7%	-	0.0%
Humboldt CAG	35	35	100.0%	-	0.0%
Kern (KCOG)	586	182	31.0%	23	4.0%
Kings (KCAG)	35	6	16.2%	-	0.0%
Lassen CTC	8	7	92.8%	-	0.0%
Madera (MCTC)	3	-	0.0%	-	0.0%
Merced (MCAG)	87	2	2.1%	13	15.2%
Metropolitan (MTC)	2,995	225	7.5%	333	11.1%
Monterey (AMBAG)	231	30	13.0%	18	7.6%
Sacramento (SACOG)	1,149	50	4.4%	164	14.3%
San Diego (SANDAG)	1,015	45	4.4%	89	8.8%
San Joaquin (SJCOG)	548	50	9.0%	26	4.8%
San Luis Obispo (SLOCOG)	39	15	39.6%	3	7.4%
Santa Barbara (SBCAG)	131	11	8.4%	15	11.4%
Southern California (SCAG)	11,840	553	4.7%	1,509	12.7%
Shasta (SRTA)	9	9	100.0%	-	0.0%
Stanislaus (StanCOG)	219	96	43.8%	39	17.8%
Tahoe (TMPO)	5	5	97.1%	-	0.0%
Tulare (TCAG)	125	41	32.8%	5	4.0%

Step 2: Fill-out Form and Return to Caltrans



TARGET REPORTING FORM

Performance Management (PM2)

National Highway System Pavement & Bridge Targets

Agency Information

MPO/RTPA

Contact Name

Title

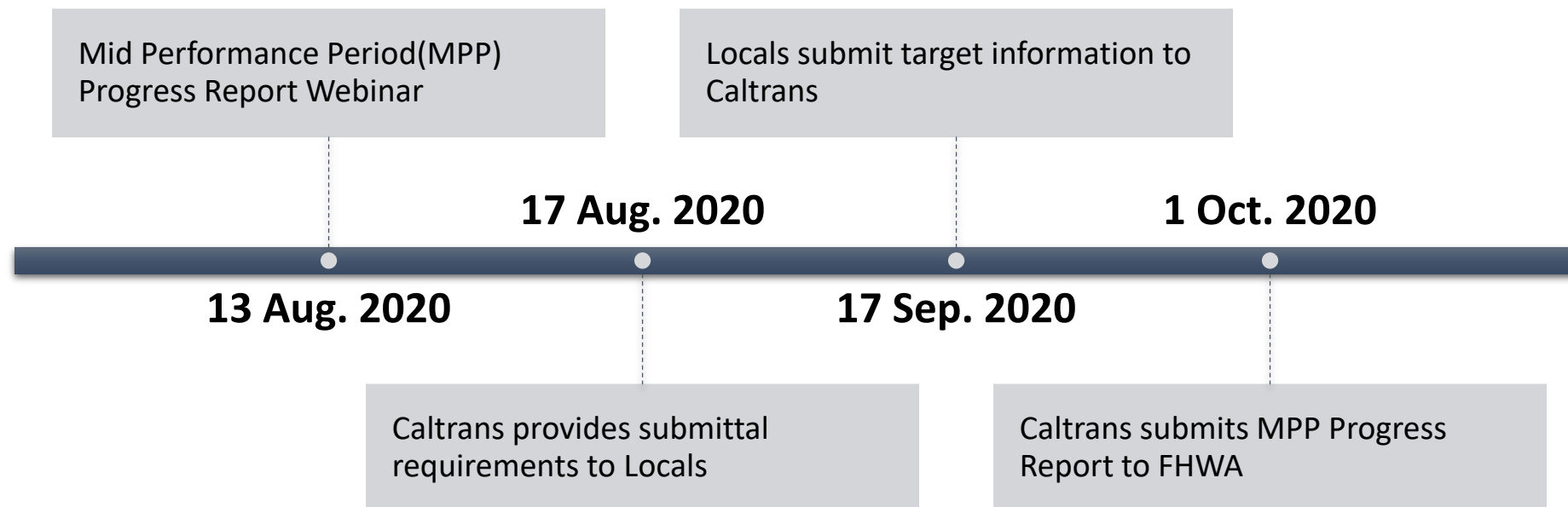
Phone

Email

MAP-21 and subsequent federal rulemaking established federal regulation that requires the development of a Transportation Asset Management Plan (TAMP) and the implementation of Performance Management. These regulations require all states to utilize nationally defined performance measures for pavements and bridges on the National Highway System (NHS). The Bridge and Pavement Performance Management (PM2) Final Federal Rule established six performance measures related to the performance of the Interstate and non-Interstate NHS for the purpose of carrying out the National Highway Performance Program (NHPP); to assess



Mid Performance Period Timeline



<https://www.fhwa.dot.gov/tpm/rule/timeline.pdf>





Questions



Attachment B - Current and Baseline NHS Pavement and Bridge Condition

MID PERFORMANCE PERIOD – NON-INTERSTATE NHS

MPO/RTPA	County	Total Lane Miles	% of Lane Miles	2019 Pavement Condition			2017 Pavement Condition			2-Year Change	
				Good	Fair	Poor	Good	Fair	Poor	Good Percent Change	Poor Percent Change
State_Non-Interstate		22477	51.9%	43.1%	54.4%	2.5%	43.5%	54.0%	2.5%	-0.4%	0.0%
Butte (BCAG)		101	0.2%	4.2%	77.7%	18.2%	7.3%	80.0%	12.7%	-3.1%	5.5%
	Butte	101	0.2%	4.2%	77.7%	18.2%	7.3%	80.0%	12.7%	-3.1%	5.5%
Fresno (FCOG)		522	1.2%	8.0%	75.4%	16.6%	13.3%	82.4%	4.3%	-5.3%	12.3%
	Fresno	522	1.2%	8.0%	75.4%	16.6%	13.3%	82.4%	4.3%	-5.3%	12.3%
Glenn CTC		6	0.0%	6.2%	80.6%	13.2%	9.8%	90.2%	0.0%	-3.6%	13.2%
	Glenn	6	0.0%	6.2%	80.6%	13.2%	9.8%	90.2%	0.0%	-3.6%	13.2%
Humboldt CAG		36	0.1%	3.0%	86.2%	10.7%	100.0%	0.0%	0.0%	-97.0%	10.7%
	Humboldt	36	0.1%	3.0%	86.2%	10.7%	100.0%	0.0%	0.0%	-97.0%	10.7%
Kern (KCOG)		706	1.6%	8.5%	81.6%	10.0%	19.4%	76.7%	4.0%	-10.9%	6.0%
	Kern	706	1.6%	8.5%	81.6%	10.0%	19.4%	76.7%	4.0%	-10.9%	6.0%
Kings (KCOG)		35	0.1%	5.0%	95.0%	0.0%	16.2%	83.8%	0.0%	-11.2%	0.0%
	Kings	35	0.1%	5.0%	95.0%	0.0%	16.2%	83.8%	0.0%	-11.2%	0.0%
Lassen CTC		8	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	-100.0%	0.0%
	Lassen	8	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	-100.0%	0.0%
Madera (MCTC)		4	0.0%	0.0%	81.1%	18.9%	0.0%	89.6%	10.4%	0.0%	8.5%
	Madera	4	0.0%	0.0%	81.1%	18.9%	0.0%	89.6%	10.4%	0.0%	8.5%
Merced (MCAG)		87	0.2%	0.0%	72.0%	28.0%	2.1%	82.6%	15.3%	-2.1%	12.7%
	Merced	87	0.2%	0.0%	72.0%	28.0%	2.1%	82.6%	15.3%	-2.1%	12.7%
Metropolitan (MTC)		3121	7.2%	1.7%	85.8%	12.5%	1.7%	87.2%	11.1%	0.1%	1.4%
	Alameda	587	1.4%	1.6%	83.3%	15.1%	1.0%	82.2%	16.8%	0.6%	-1.7%
	Contra Costa	452	1.0%	2.5%	85.0%	12.6%	2.6%	90.3%	7.1%	-0.1%	5.4%
	Marin	70	0.2%	1.4%	76.7%	21.9%	2.0%	86.8%	11.2%	-0.6%	10.7%
	Napa	34	0.1%	1.2%	69.0%	29.9%	0.0%	74.7%	25.3%	1.2%	4.6%
	San Francisco	327	0.8%	0.7%	89.2%	10.1%	0.1%	96.5%	3.4%	0.7%	6.7%
	San Mateo	54	0.1%	0.0%	84.8%	15.2%	1.1%	91.9%	7.0%	-1.1%	8.2%
	Santa Clara	1244	2.9%	2.1%	88.2%	9.7%	2.2%	87.6%	10.2%	-0.1%	-0.6%
	Solano	286	0.7%	1.5%	81.5%	17.0%	0.9%	81.1%	18.0%	0.6%	-1.0%
	Sonoma	68	0.2%	0.0%	87.9%	12.1%	2.6%	81.2%	16.2%	-2.6%	-4.0%
Monterey (AMBAG)		269	0.6%	7.5%	78.6%	13.9%	7.7%	84.0%	8.3%	-0.3%	5.6%
	Monterey	186	0.4%	9.0%	77.2%	13.8%	9.9%	82.3%	7.8%	-0.9%	6.0%
	San Benito	16	0.0%	16.2%	83.8%	0.0%	12.3%	86.5%	1.2%	3.9%	-1.2%
	Santa Cruz	66	0.2%	1.2%	81.2%	17.6%	1.5%	87.1%	11.4%	-0.2%	6.2%
Sacramento (SACOG)/Tahoe (TRPA)		9.7	0.0%	0.0%	95.9%	4.1%	74.0%	5.7%	20.3%	-74.0%	-16.1%
	El Dorado	10	0.0%	0.0%	95.9%	4.1%	74.0%	5.7%	20.3%	-74.0%	-16.1%
Sacramento SACOG		1396	3.2%	2.3%	75.8%	21.8%	3.2%	82.4%	14.5%	-0.9%	7.4%
	Placer	164	0.4%	6.2%	91.3%	2.6%	10.4%	86.1%	3.4%	-4.2%	-0.9%
	Sacramento	1136	2.6%	1.8%	72.9%	25.3%	2.1%	81.8%	16.1%	-0.3%	9.2%
	Yolo	97	0.2%	1.5%	84.4%	14.1%	5.4%	84.5%	10.1%	-3.8%	3.9%
San Diego (SANDAG)		1225	2.8%	1.0%	84.3%	14.7%	2.1%	89.2%	8.8%	-1.1%	6.0%
	San Diego	1225	2.8%	1.0%	84.3%	14.7%	2.1%	89.2%	8.8%	-1.1%	6.0%
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	Riverside	678	1.6%	5.3%	79.7%	15.0%	6.5%	84.7%	8.8%	-1.1%	6.1%
	San Bernardino	1156	2.7%	4.9%	79.0%	16.1%	5.8%	83.1%	11.1%	-0.8%	5.0%
	Ventura	538	1.2%	5.0%	86.0%	9.0%	6.5%	85.0%	8.5%	-1.5%	0.6%
Stanislaus (StanCOG)		220	0.5%	13.9%	73.0%	13.1%	13.1%	73.4%	13.5%	0.7%	-0.3%
	Stanislaus	220	0.5%	13.9%	73.0%	13.1%	13.1%	73.4%	13.5%	0.7%	-0.3%
Tulare (TCAG)		118	0.3%	5.5%	79.5%	15.0%	14.4%	83.2%	2.4%	-8.9%	12.6%
	Tulare	118	0.3%	5.5%	79.5%	15.0%	14.4%	83.2%	2.4%	-8.9%	12.6%
Grand Total		43280.5	100.0%	23.8%	66.2%	9.9%	2.2%	87.6%	10.2%	21.6%	-0.3%

MID PERFORMANCE PERIOD – NON-INTERSTATE NHS

MPO/County	Total Structures	Total Deck Area (Ft^2)	Total % Deck Area	2020 NHS Bridge Condition			2017 NHS Bridge Condition			2-Year Change	
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Butte (BCAG)	7	39,525	0.02%	31.2%	68.8%	0.0%	23.3%	76.7%	0.0%	8.0%	0.0%
BUT	7	39,525	0.02%	31.2%	68.8%	0.0%	23.3%	76.7%	0.0%	8.0%	0.0%
Fresno (FCOG)	31	351,398	0.15%	44.3%	54.9%	0.8%	31.2%	68.0%	0.8%	13.2%	0.0%
FRE	31	351,398	0.15%	44.3%	54.9%	0.8%	31.2%	68.0%	0.8%	13.2%	0.0%
Humboldt CAG	2	5,113	0.00%	0.0%	38.1%	61.9%	0.0%	100.0%	0.0%	0.0%	61.9%
HUM	2	5,113	0.00%	0.0%	38.1%	61.9%	0.0%	100.0%	0.0%	0.0%	61.9%
Kern (KCOG)	70	860,211	0.36%	45.6%	46.8%	7.6%	63.2%	31.9%	4.9%	-17.6%	2.7%
KER	70	860,211	0.36%	45.6%	46.8%	7.6%	63.2%	31.9%	4.9%	-17.6%	2.7%
Merced (MCAG)	10	52,959	0.02%	77.4%	22.6%	0.0%	33.3%	65.0%	1.7%	44.1%	-1.7%
MER	10	52,959	0.02%	77.4%	22.6%	0.0%	33.3%	65.0%	1.7%	44.1%	-1.7%
Metropolitan (MTC)	289	4,652,431	1.92%	31.7%	46.5%	21.8%	39.9%	42.2%	17.8%	-8.2%	4.0%
ALA	49	994,452	0.41%	29.9%	58.1%	11.9%	46.0%	51.7%	2.3%	-16.1%	9.6%
CC	63	678,393	0.28%	31.3%	34.9%	33.8%	31.9%	38.5%	29.6%	-0.6%	4.2%
MRN	1	4,101	0.002%	100.0%	0.0%	0%	0.6%	99.4%	0.0%	99.4%	0.0%
NAP	8	138,823	0.06%	31.1%	51.9%	16.9%	8.3%	25.1%	66.6%	22.8%	-49.6%
SCL	105	1,560,529	0.64%	40.6%	40.7%	18.7%	57.2%	25.8%	17.0%	-16.6%	1.7%
SF	12	247,580	0.10%	40.8%	59.2%	0.0%	43.5%	56.5%	0.0%	-2.7%	0.0%
SM	30	868,345	0.36%	13.7%	45.8%	40.5%	40.4%	17.4%	42.1%	-26.7%	-1.6%
SOL	13	104,656	0.04%	41.6%	58.4%	0.0%	59.7%	22.3%	18.0%	-18.1%	-18.0%
SON	8	55,552	0.02%	38.9%	61.1%	0.0%	55.0%	45.0%	0.0%	-16.1%	0.0%
Monterey (AMBAG)	12	144,280	0.06%	25.8%	36.7%	37.5%	11.1%	88.9%	0.0%	14.6%	37.5%
MON	8	101,321	0.04%	10.2%	36.4%	53.4%	10.1%	89.9%	0.0%	0.0%	53.4%
SBT	1	23,681	0.01%	100.0%	0.0%	0.0%				100.0%	0.0%
SCR	3	19,278	0.01%	16.6%	83.4%	0.0%	16.6%	83.4%	0.0%	0.0%	0.0%
Sacramento SACOG	99	1,347,681	0.56%	41.4%	52.7%	5.9%	51.9%	44.6%	3.5%	-10.5%	2.4%
PLA	14	202,188	0.08%	30.0%	70.0%	0.0%	42.6%	57.4%	0.0%	-12.6%	0.0%
SAC	79	1,071,684	0.44%	44.5%	52.4%	3.0%	55.5%	40.7%	3.8%	-11.0%	-0.8%
YOL	6	73,809	0.03%	27.2%	8.9%	63.9%	27.2%	63.9%	8.9%	0.0%	55.0%
San Diego (SANDAG)	70	1,342,730	0.55%	21.3%	60.4%	18.3%	33.4%	45.9%	20.7%	-12.1%	-2.4%
SD	70	1,342,730	0.55%	21.3%	60.4%	18.3%	33.4%	45.9%	20.7%	-12.1%	-2.4%
San Joaquin (SICOG)	40	618,709	0.26%	59.3%	26.5%	14.2%	77.8%	12.4%	9.8%	-18.5%	4.4%
SJ	40	618,709	0.26%	59.3%	26.5%	14.2%	77.8%	12.4%	9.8%	-18.5%	4.4%
San Luis Obispo (SLOCOG)	5	33,498	0.01%	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%
SLO	5	33,498	0.01%	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%
Santa Barbara (SBCAG)	27	167,790	0.07%	45.5%	39.7%	14.8%	48.1%	33.7%	18.2%	-2.7%	-3.4%
SB	27	167,790	0.07%	45.5%	39.7%	14.8%	48.1%	33.7%	18.2%	-2.7%	-3.4%
Shasta (SRTA)	3	133,860	0.06%	2.6%	97.4%	0.0%	94.1%	5.9%	0.0%	-91.5%	0.0%
SHA	3	133,860	0.06%	2.6%	97.4%	0.0%	94.1%	5.9%	0.0%	-91.5%	0.0%
Southern California (SCAG)	988	14,066,403	5.81%	39.3%	48.9%	11.8%	36.3%	49.2%	14.4%	2.9%	-2.6%
IMP	28	82,347	0.03%	10.2%	62.5%	27.3%	0.0%	100.0%	0.0%	10.2%	27.3%
LA	577	8,618,184	3.56%	35.8%	55.3%	8.9%	27.9%	56.2%	15.9%	7.9%	-7.0%
ORA	193	2,916,726	1.20%	54.3%	34.4%	11.4%	57.3%	37.6%	5.0%	-3.0%	6.3%
RIV	78	1,003,659	0.41%	58.1%	33.7%	8.2%	57.4%	33.0%	9.6%	0.6%	-1.4%
SBD	76	906,970	0.37%	15.1%	55.5%	29.4%	26.2%	37.4%	36.4%	-11.1%	-7.0%
VEN	36	538,517	0.22%	23.8%	40.8%	35.4%	30.0%	43.9%	26.1%	-6.2%	9.4%
Stanislaus (StanCOG)	8	186,292	0.08%	35.9%	18.3%	45.8%	24.6%	60.7%	14.7%	11.3%	31.2%
STA	8	186,292	0.08%	35.9%	18.3%	45.8%	24.6%	60.7%	14.7%	11.3%	31.2%
Tulare (TCAG)	3	32,689	0.01%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	-100.0%	0.0%
TUL	3	32,689	0.01%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	-100.0%	0.0%
Grand Total	10,935	242,145,926	100.00%	49.18%	45.70%	5.12%	68.9%	26.4%	4.7%	-19.7%	0.4%

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May 21, 2018

California Regional Transportation Planning Agencies:

In accordance with Federal Regulation (23 U.S.C. 150), the California Department of Transportation (Caltrans) hereby establishes the California statewide National Highway System (NHS) 2 and 4-year pavement and bridge condition targets.

Information provided by the California Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs) was combined with targets for the state owned NHS to develop the results shown in the table below. Statewide targets were calculated using a quantity weighted approach that considers Caltrans and regional agency condition expectations in statewide aggregate targets. The agency specific targets submitted by each MPO/RTPA are shown in the attached spreadsheet.

Statewide Targets				
Pavement and Bridge Performance Measures	2-Year NHS Targets		4-Year NHS Targets	
	(1/1/2018 - 12/31/2019)		(1/1/2020 - 12/31/2021)	
	Good	Poor	Good	Poor
Pavements on the NHS				
Interstate	45.1%	3.5%	44.5%	3.8%
Non-Interstate	28.2%	7.3%	29.9%	7.2%
Bridges on the NHS	69.1%	4.6%	70.5%	4.4%

With the availability of Senate Bill 1 (SB1) and local measure funds, the California Transportation Asset Management Plan (TAMP) anticipates improved condition over the next 10-year time horizon. Given the project planning, design and construction timeframes involved, in a number of cases, this improved performance falls outside of the 2 and 4-year window being reported. The full benefits of this additional funding is expected to be realized beyond a 4-year time horizon in many cases.

California Regional Transportation Planning Agencies

May 21, 2018

Page 2

Regional planning agencies have until November 16, 2018, to either support the statewide targets or establish their own. Agencies adopting the aggregate statewide condition targets are agreeing to plan and program projects to achieve the respective condition levels submitted by each agency as shown in the attached spreadsheet. Additional information will be forthcoming for agencies to make their designation to adopt statewide targets or adopt their own.

Any questions related to the establishment of these targets can be addressed to Dawn Foster at Dawn.Foster@dot.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michael B. Johnson", with a long horizontal line extending to the right.

MICHAEL B. JOHNSON
Asset Management Engineer

Enclosures

**California 2016 Pavement Conditions (NHS)
Target Calculator Tool**

Jurisdiction	2016 Lane Miles (LM)	2016 Pavement Condition (%)		2 Year Pavement Condition Targets					4 Year Pavement Condition Targets					% Impact to Statewide Lane Miles	
		Good(G)	Poor(P)	2019 Lane Miles	Good (LM)	% Target (G)	Poor (LM)	% Target (P)	2021 Lane Miles	Good (LM)	% Target (G)	Poor (LM)	% Target (P)		
State Interstate NHS	14,159	47.9%	3.1%	14,159	6,381	45.1%	490	3.5%	14,159	6,303	44.5%	544	3.8%	25.2%	
Non-Interstate NHS	22,490	43.5%	2.5%	22,490	10,584	47.1%	678	3.0%	22,490	11,100	49.4%	787	3.5%	40.1%	
Other Non-Interstate NHS	54	16.7%	1.9%	54	9	16.7%	1	1.9%	54	9	16.7%	1	1.9%	0.1%	
Local**	19,373	4.6%	12.5%	19,447	1,250	6.4%	2,385	12.3%	19,614	1,483	7.6%	2,265	11.5%	34.5%	
Butte (BCAG)	69	7.3%	12.6%	69	14	20.3%	9	12.6%	69	14	20.3%	9	12.6%	0.1%	
Fresno (FCOG)	479	13.4%	4.2%	479	67	13.9%	20	4.1%	479	107	22.4%	19	3.9%	0.9%	
Glenn CTC	6	9.7%	0.0%	6	1	9.7%	-	0.0%	6	1	9.7%	-	0.0%	0.0%	
Humboldt CAG	35	100.0%	0.0%	35	35	100.0%	-	0.0%	35	35	100.0%	-	0.0%	0.1%	
Kern (KCOG)	586	19.3%	4.1%	586	176	30.0%	29	5.0%	586	182	31.0%	23	4.0%	1.0%	
Kings (KCAG)	35	16.2%	0.0%	35	6	16.2%	-	0.0%	35	6	16.2%	-	0.0%	0.1%	
Lassen CTC	8	100.0%	0.0%	8	8	100.0%	-	0.0%	8	7	92.8%	-	0.0%	0.0%	
Madera (MCTC)	3	0.0%	0.0%	3	-	0.0%	-	0.0%	3	-	0.0%	-	0.0%	0.0%	
Merced (MCAG)	87	2.1%	15.2%	87	2	2.1%	13	15.2%	87	2	2.1%	13	15.2%	0.2%	
Metropolitan (MTC)	2,995	1.7%	11.1%	2,995	200	6.7%	333	11.1%	2,995	225	7.5%	333	11.1%	5.3%	
Monterey (AMBAG)	218	7.6%	8.1%	218	17	7.6%	18	8.1%	218	30	13.0%	18	7.6%	0.4%	
Sacramento (SACOG)	1,149	3.2%	14.4%	1,149	37	3.2%	166	14.4%	1,149	50	4.4%	164	14.3%	2.0%	
San Diego (SANDAG)	991	2.1%	8.8%	991	21	2.1%	87	8.8%	991	45	4.4%	89	8.8%	1.8%	
San Joaquin (SJCOG)	545	7.1%	6.8%	545	40	7.2%	36	6.6%	545	50	9.0%	26	4.8%	1.0%	
San Luis Obispo (SLOCOG)	43	10.4%	11.5%	43	39	16	41.9%	2	6.1%	39	15	39.6%	3	7.4%	
Santa Barbara (SBCAG)	131	3.8%	7.9%	131	11	8.4%	11	8.4%	131	11	8.4%	15	11.4%	0.2%	
Southern California (SCAG)	11,658	3.7%	14.4%	11,658	468	4.0%	1,620	13.8%	11,658	553	4.7%	1,509	12.7%	20.8%	
Shasta (SRTA)	9	13.3%	15.5%	9	8	91.1%	1	8.9%	9	9	100.0%	-	0.0%	0.0%	
Stanislaus (StanCOG)	219	13.2%	13.2%	219	93	42.5%	38	17.4%	219	96	43.8%	39	17.8%	0.4%	
Tahoe (TMPO)	5	97.1%	0.0%	5	5	97.1%	-	0.0%	5	5	97.1%	-	0.0%	0.0%	
Tulare (TCAG)	102	14.2%	2.0%	102	117	27	23.1%	2	1.7%	102	125	41	32.8%	5	4.0%
Grand Total NHS	56,075	30.4%	6.1%	56,150	18,224	32.5%	3,554	6.3%	56,317	18,895	33.6%	3,597	6.4%	100.0%	
2018 TAMP Total NHS	56,075	30.4%	6.1%												
Grand Total Non-Interstate NHS	41,917			41,991	11,843	28.2%	3,064	7.3%	42,158	12,592	29.9%	3,053	7.2%		
2018 TAMP Total Non-I NHS	41,917	25.5%	7.1%												
Grand Total Interstate NHS	14,159	47.9%	3.1%		6,381	45.1%	490	3.5%	14,159	6,303	44.5%	544	3.8%		

**Red indicates MPOs responses to Caltrans

Note: 1) Highlighted yellow indicates the NHS Interstate and Non-Interstate NHS 2 and 4-Year Pavement Targets

2) Distributed missing Lane Miles from HPMS based on proportion of inventory owned. Excludes bridge lane miles and State Highway System lane miles

**California 2017 NBI Bridge Conditions (NHS) as of 8-15-2017
Target Calculator Tool**

Jurisdiction**	Number of Bridges	Deck Area (SF)	2017 Bridge Health (%)		2 Year Bridge Condition Targets					4 Year Bridge Condition Targets					% Impact to Statewide Deck Area	
			Good(G)	Poor(P)	2019 Deck Area	Good (SF)	% Target (G)	Poor (SF)	% Target (P)	2021 Deck Area	Good (SF)	% Target (G)	Poor (SF)	% Target (P)		
State	9,196	210,774,774	69.4%	3.7%	210,774,774	151,918,378	72.1%	7,416,201	3.5%	210,774,774	154,642,877	73.4%	7,235,488	3.4%	90.0%	
Local	1,629	23,511,109			23,503,769	9,895,180	42.1%	3,362,179	14.3%	23,506,522	10,420,181	44.3%	3,102,017	13.2%	10.0%	
Butte (BCAG)	7	40,085	23.3%	0.0%	40,085	9,322	23.3%	-	0.0%	40,085	9,322	23.3%	-	0.0%	0.0%	
Fresno (FCOG)	33	389,427	31.2%	0.8%	389,427	132,031	33.9%	3,321	0.9%	389,427	130,846	33.6%	3,272	0.8%	0.2%	
Humbolt CAG	2	5,113	0.0%	0.0%	5,113	-	0.0%	-	0.0%	5,113	-	0.0%	-	0.0%	0.0%	
Kern (KCOG)	70	859,612	63.2%	4.9%	859,612	575,940	67.0%	42,981	5.0%	859,612	558,748	65.0%	42,981	5.0%	0.4%	
Merced (MCOG)	10	52,958	33.3%	1.7%	52,958	17,653	33.3%	893	1.7%	52,958	17,653	33.3%	893	1.7%	0.0%	
Metropolitan (MTC)	288	4,641,759	45.6%	20.9%	4,641,759	2,117,924	45.6%	971,639	20.9%	4,641,759	2,117,924	45.6%	971,639	20.9%	2.0%	
Monterey (AMBAG)	11	121,969	11.1%	0.0%	121,969	13,577	11.1%	-	0.0%	121,969	13,577	11.1%	-	0.0%	0.1%	
Sacramento (SACOG)	97	1,272,986	51.9%	3.5%	1,272,986	661,840	52.0%	44,767	3.5%	1,272,986	661,840	52.0%	44,767	3.5%	0.5%	
San Diego (SANDAG)	68	1,265,363	33.7%	20.6%	1,265,363	426,427	33.7%	260,766	20.6%	1,265,363	451,735	35.7%	248,011	19.6%	0.5%	
San Joaquin (SJCOG)	33	539,939	77.8%	9.8%	539,939	420,169	77.8%	53,044	9.8%	539,939	420,169	77.8%	53,044	9.8%	0.2%	
San Luis Obispo (SLOCOG)	5	33,497	0.0%	0.0%		32,888	13,468	41.0%	0.0%		32,888	16,738	50.9%	-	0.0%	
Santa Barbara (SBCAG)	27	167,659	48.1%	18.2%		159,552	77,555	48.6%	26,812	16.8%		159,552	104,258	65.3%	109	0.1%
Southern California (SCAG)	963	13,766,178	36.1%	14.8%	13,767,555	5,216,634	37.9%	1,930,324	14.0%	13,770,308	5,706,841	41.4%	1,709,669	12.4%	5.9%	
Shasta (SRTA)	3	133,860	94.1%	0.0%	133,860	133,860	100.0%	-	0.0%	133,860	133,860	100.0%	-	0.0%	0.1%	
Stanislaus (StanCOG)	9	188,185	24.6%	14.7%	188,185	46,264	24.6%	27,631	14.7%	188,185	44,154	23.5%	27,631	14.7%	0.1%	
Tulare (TCAG)	3	32,518	100.0%	0.0%	32,518	32,518	100.0%	-	0.0%	32,518	32,518	100.0%	-	0.0%	0.0%	
Grand Total NHS Bridges**	10,825	234,285,883	66.5%	4.8%	234,278,543	161,813,558	69.1%	10,778,380	4.6%	234,281,296	165,063,058	70.5%	10,337,505	4.4%	100.0%	

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Note: Highlighted yellow are the 2 and 4-Year NHS Bridge Targets

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Statewide Targets				
Pavement and Bridge Performance Measures	2-Year NHS Targets		4-Year NHS Targets	
	(1/1/2018 - 12/31/2019)		(1/1/2020 - 12/31/2021)	
	Good	Poor	Good	Poor
Pavements on the NHS				
Interstate	45.1%	3.5%	44.5%	3.8%
Non-Interstate	28.2%	7.3%	29.9%	7.2%
Bridges on the NHS	69.1%	4.6%	70.5%	4.4%

With the availability of Senate Bill 1 (SB1) and local measure funds, the California Transportation Asset Management Plan (TAMP) anticipates improved condition over the next 10-year time horizon. Given the project planning, design and construction timeframes involved, in a number of cases, this improved performance falls outside of the 2 and 4-year window being reported. The full benefits of this additional funding is expected to be realized beyond a 4-year time horizon in many cases.

California Regional Transportation Planning Agencies

May 21, 2018

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Sincerely,



MICHAEL B. JOHNSON
Asset Management Engineer

Enclosures

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Target Calculator Tool**

Jurisdiction	2016 Lane Miles (LM)	2016 Pavement Condition (%)		2 Year Pavement Condition Targets					4 Year Pavement Condition Targets					% Impact to Statewide Lane Miles		
		Good(G)	Poor(P)	2019 Lane Miles	Good (LM)	% Target (G)	Poor (LM)	% Target (P)	2021 Lane Miles	Good (LM)	% Target (G)	Poor (LM)	% Target (P)			
State Interstate NHS	14,159	47.9%	3.1%	14,159	6,381	45.1%	490	3.5%	14,159	6,303	44.5%	544	3.8%	25.2%		
Non-Interstate NHS	22,490	43.5%	2.5%	22,490	10,584	47.1%	678	3.0%	22,490	11,100	49.4%	787	3.5%	40.1%		
Other Non-Interstate NHS	54	16.7%	1.9%	54	9	16.7%	1	1.9%	54	9	16.7%	1	1.9%	0.1%		
Local**	19,373	4.6%	12.5%	19,447	1,250	6.4%	2,385	12.3%	19,614	1,483	7.6%	2,265	11.5%	34.5%		
Butte (BCAG)	69	7.3%	12.6%	69	14	20.3%	9	12.6%	69	14	20.3%	9	12.6%	0.1%		
Fresno (FCOG)	479	13.4%	4.2%	479	67	13.9%	20	4.1%	479	107	22.4%	19	3.9%	0.9%		
Glenn CTC	6	9.7%	0.0%	6	1	9.7%	-	0.0%	6	1	9.7%	-	0.0%	0.0%		
Humboldt CAG	35	100.0%	0.0%	35	35	100.0%	-	0.0%	35	35	100.0%	-	0.0%	0.1%		
Kern (KCOG)	586	19.3%	4.1%	586	176	30.0%	29	5.0%	586	182	31.0%	23	4.0%	1.0%		
Kings (KCAG)	35	16.2%	0.0%	35	6	16.2%	-	0.0%	35	6	16.2%	-	0.0%	0.1%		
Lassen CTC	8	100.0%	0.0%	8	8	100.0%	-	0.0%	8	7	92.8%	-	0.0%	0.0%		
Madera (MCTC)	3	0.0%	0.0%	3	-	0.0%	-	0.0%	3	-	0.0%	-	0.0%	0.0%		
Merced (MCAG)	87	2.1%	15.2%	87	2	2.1%	13	15.2%	87	2	2.1%	13	15.2%	0.2%		
Metropolitan (MTC)	2,995	1.7%	11.1%	2,995	200	6.7%	333	11.1%	2,995	225	7.5%	333	11.1%	5.3%		
Monterey (AMBAG)	218	7.6%	8.1%	218	17	7.6%	18	8.1%	218	231	30	13.0%	18	7.6%	0.4%	
Sacramento (SACOG)	1,149	3.2%	14.4%	1,149	37	3.2%	166	14.4%	1,149	50	4.4%	164	14.3%	2.0%		
San Diego (SANDAG)	991	2.1%	8.8%	991	21	2.1%	87	8.8%	991	1,015	45	4.4%	89	8.8%	1.8%	
San Joaquin (SJCOG)	545	7.1%	6.8%	545	548	40	7.2%	36	6.6%	548	50	9.0%	26	4.8%	1.0%	
San Luis Obispo (SLOCOG)	43	10.4%	11.5%	43	39	16	41.9%	2	6.1%	39	15	39.6%	3	7.4%	0.1%	
Santa Barbara (SBCAG)	131	3.8%	7.9%	131	11	8.4%	11	8.4%	131	11	8.4%	15	11.4%	0.2%		
Southern California (SCAG)	11,658	3.7%	14.4%	11,658	11,718	468	4.0%	1,620	13.8%	11,840	553	4.7%	1,509	12.7%	20.8%	
Shasta (SRTA)	9	13.3%	15.5%	9	8	91.1%	1	8.9%	9	9	100.0%	-	0.0%	0.0%		
Stanislaus (StanCOG)	219	13.2%	13.2%	219	93	42.5%	38	17.4%	219	96	43.8%	39	17.8%	0.4%		
Tahoe (TMPO)	5	97.1%	0.0%	5	5	97.1%	-	0.0%	5	5	97.1%	-	0.0%	0.0%		
Tulare (TCAG)	102	14.2%	2.0%	102	117	27	23.1%	2	1.7%	102	125	41	32.8%	5	4.0%	0.2%
Grand Total NHS	56,075	30.4%	6.1%	56,150	18,224	32.5%	3,554	6.3%	56,317	18,895	33.6%	3,597	6.4%	100.0%		
2018 TAMP Total NHS	56,075	30.4%	6.1%													
Grand Total Non-Interstate NHS	41,917			41,991	11,843	28.2%	3,064	7.3%	42,158	12,592	29.9%	3,053	7.2%			
2018 TAMP Total Non-I NHS	41,917	25.5%	7.1%													
Grand Total Interstate NHS	14,159	47.9%	3.1%		6,381	45.1%	490	3.5%	14,159	6,303	44.5%	544	3.8%			

**Red indicates MPOs responses to Caltrans

Note: 1) Highlighted yellow indicates the NHS Interstate and Non-Interstate NHS 2 and 4-Year Pavement Targets

2) Distributed missing Lane Miles from HPMS based on proportion of inventory owned. Excludes bridge lane miles and State Highway System lane miles

**California 2017 NBI Bridge Conditions (NHS) as of 8-15-2017
Target Calculator Tool**

Jurisdiction**	Number of Bridges	Deck Area (SF)	2017 Bridge Health (%)		2 Year Bridge Condition Targets					4 Year Bridge Condition Targets					% Impact to Statewide Deck Area	
			Good(G)	Poor(P)	2019 Deck Area	Good (SF)	% Target (G)	Poor (SF)	% Target (P)	2021 Deck Area	Good (SF)	% Target (G)	Poor (SF)	% Target (P)		
State	9,196	210,774,774	69.4%	3.7%	210,774,774	151,918,378	72.1%	7,416,201	3.5%	210,774,774	154,642,877	73.4%	7,235,488	3.4%	90.0%	
Local	1,629	23,511,109			23,503,769	9,895,180	42.1%	3,362,179	14.3%	23,506,522	10,420,181	44.3%	3,102,017	13.2%	10.0%	
Butte (BCAG)	7	40,085	23.3%	0.0%	40,085	9,322	23.3%	-	0.0%	40,085	9,322	23.3%	-	0.0%	0.0%	
Fresno (FCOG)	33	389,427	31.2%	0.8%	389,427	132,031	33.9%	3,321	0.9%	389,427	130,846	33.6%	3,272	0.8%	0.2%	
Humbolt CAG	2	5,113	0.0%	0.0%	5,113	-	0.0%	-	0.0%	5,113	-	0.0%	-	0.0%	0.0%	
Kern (KCOG)	70	859,612	63.2%	4.9%	859,612	575,940	67.0%	42,981	5.0%	859,612	558,748	65.0%	42,981	5.0%	0.4%	
Merced (MCOG)	10	52,958	33.3%	1.7%	52,958	17,653	33.3%	893	1.7%	52,958	17,653	33.3%	893	1.7%	0.0%	
Metropolitan (MTC)	288	4,641,759	45.6%	20.9%	4,641,759	2,117,924	45.6%	971,639	20.9%	4,641,759	2,117,924	45.6%	971,639	20.9%	2.0%	
Monterey (AMBAG)	11	121,969	11.1%	0.0%	121,969	13,577	11.1%	-	0.0%	121,969	13,577	11.1%	-	0.0%	0.1%	
Sacramento (SACOG)	97	1,272,986	51.9%	3.5%	1,272,986	661,840	52.0%	44,767	3.5%	1,272,986	661,840	52.0%	44,767	3.5%	0.5%	
San Diego (SANDAG)	68	1,265,363	33.7%	20.6%	1,265,363	426,427	33.7%	260,766	20.6%	1,265,363	451,735	35.7%	248,011	19.6%	0.5%	
San Joaquin (SICOG)	33	539,939	77.8%	9.8%	539,939	420,169	77.8%	53,044	9.8%	539,939	420,169	77.8%	53,044	9.8%	0.2%	
San Luis Obispo (SLOCOG)	5	33,497	0.0%	0.0%		32,888	13,468	41.0%	0.0%		32,888	16,738	50.9%	-	0.0%	
Santa Barbara (SBCAG)	27	167,659	48.1%	18.2%		159,552	77,555	48.6%	26,812	16.8%		159,552	104,258	65.3%	109	0.1%
Southern California (SCAG)	963	13,766,178	36.1%	14.8%	13,767,555	5,216,634	37.9%	1,930,324	14.0%	13,770,308	5,706,841	41.4%	1,709,669	12.4%	5.9%	
Shasta (SRTA)	3	133,860	94.1%	0.0%	133,860	133,860	100.0%	-	0.0%	133,860	133,860	100.0%	-	0.0%	0.1%	
Stanislaus (StanCOG)	9	188,185	24.6%	14.7%	188,185	46,264	24.6%	27,631	14.7%	188,185	44,154	23.5%	27,631	14.7%	0.1%	
Tulare (TCAG)	3	32,518	100.0%	0.0%	32,518	32,518	100.0%	-	0.0%	32,518	32,518	100.0%	-	0.0%	0.0%	
Grand Total NHS Bridges**	10,825	234,285,883	66.5%	4.8%	234,278,543	161,813,558	69.1%	10,778,380	4.6%	234,281,296	165,063,058	70.5%	10,337,505	4.4%	100.0%	

** Red indicates MPO responses to Caltrans

Note: Highlighted yellow are the 2 and 4-Year NHS Bridge Targets



TARGET REPORTING FORM

Performance Management (PM2) - Mid Performance Period Progress

(National Highway System Pavement & Bridge Targets)

Agency Information	
MPO	Kern Council of Governments
Contact Name	Ed Flickinger
Title	Regional Planner
Phone	661-635-2905
Email	eflickinger@kerncog.org

Overview

MAP-21 and subsequent federal rulemaking established federal regulation that requires the development of a Transportation Asset Management Plan (TAMP) and the implementation of Performance Management. These regulations require all states to utilize nationally defined performance measures for pavements and bridges on the National Highway System (NHS). The Bridge and Pavement Performance Management (PM2) Final Federal Rule established six performance measures related to the performance of the Interstate and non-Interstate NHS for the purpose of carrying out the National Highway Performance Program (NHPP); to assess pavement and bridge condition. The specific performance measures are:

Pavement Performance of the NHS

- Percentage of Interstate pavements in Good condition
- Percentage of Interstate pavements in Poor condition
- Percentage of non-Interstate NHS pavements in Good condition
- Percentage of non-Interstate NHS pavements in Poor condition

Bridge Performance of the NHS

- Percentage of NHS bridges in Good condition
- Percentage of NHS bridges in Poor condition

Caltrans established statewide 2 and 4-year pavement and bridge targets on May 20, 2018. These statewide targets were transmitted to all Metropolitan Planning Organizations (MPOs) on

May 21, 2018. MPO’s were notified they had 180 days after Caltrans sets their targets to either support Caltrans targets or establish their own. All MPOs elected to adopt the statewide targets.

The Mid Performance Period Progress Reporting Guidelines, federal regulations [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)] also require the following:

- Provide progress made toward achieving 2-year NHS pavement and bridge targets
- Option to adjust 4-year NHS pavement and bridge targets and reason for adjustment

4-Year Target Evaluation

After review of current conditions and performance, Caltrans does not intend to adjust the 4-year condition targets for pavement and bridge assets on the state-owned NHS. Because the State of California NHS targets are a weighted aggregate of all MPOs and Caltrans NHS assets, the MPOs have an opportunity to adjust their 4-Year targets if they can provide justification for the changes in accordance with federal regulations.

MPOs are requested to designate their intent to maintain or adjust their 4-year targets using the form below.

Target Options	Target Description
<input checked="" type="checkbox"/> Maintain 4-Yr pavement and bridge targets	Agency chooses to maintain regional targets which will be the basis for an adjusted statewide weighted aggregate of the NHS asset targets from Caltrans and all MPO’s in California that own NHS pavement and bridges.
<input type="checkbox"/> Maintain pavement target and adjust regional bridge targets	Agency chooses to maintain regional pavement target and adjust regional bridge target which will be the basis for an adjusted statewide weighted aggregate of the NHS asset targets from Caltrans and all MPO’s in California that own NHS pavement and bridges.
<input type="checkbox"/> Maintain bridge target and adjust regional pavement targets	Agency chooses to maintain the regional bridge target and adjust regional pavement target which will be the basis for an adjusted statewide weighted aggregate of the NHS asset targets from Caltrans and all MPO’s in California that own NHS pavement and bridges.
<input type="checkbox"/> Adjust regional pavement and bridge targets	Agency chooses to adjust their own regional condition targets for NHS pavement and bridges which will be basis for an adjusted statewide weighted aggregate of the NHS asset targets from Caltrans and MPO’s in California that own NHS pavement and bridges

If your Agency opts to change regional targets, report the proposed adjusted 4-Year targets (i.e., condition on December 31, 2021) in the table below.

Adjusted 4-Year NHS Pavement and Bridge Targets (December 31, 2021)		
Regional NHS Assets	Good	Poor
Pavement	%	%
Bridge	%	%

If your Agency chose to maintain 4-year regional targets, no other information is required in this form other than the assessment of progress section and a signed submittal to Caltrans.

If you chose to adjust one or more targets, a justification is required. Please indicate:

- Reasons why your Agency is adjusting 4-year targets.
- How your Agency plans and programs projects so they contribute toward the statewide or regional NHS pavement and bridge targets.
- How the adjusted target supports expectations documented in longer range plans, such as the California Transportation Asset Management Plan (TAMP).
- Include activities or accomplishments undertaken by your Agency in making progress towards 4-Year performance targets and any extenuating circumstances for not making progress.

Explain Reason for Adjusting 4-Year Targets <i>(Attach a separate document, if needed)</i>	
Pavement	
Bridges	

Assessment of Progress Towards 2-Year Target (Response required from all)

In addition to reporting possible changes to 4-Year targets, Caltrans is required to report progress towards 2-Year targets in the Mid Performance Period Progress Report. Current and prior pavement and bridge condition information for your Agency and the Counties have been provided for your information. If your Agency didn't meet or make progress towards 2-Year targets, please provide additional details below.

Explain Reason for Not Making Progress Towards 2-Year Targets <i>(Attach a separate document, if needed)</i>	
Pavement	Please see separate sheets below.
Bridges	Please see separate sheets below.

Please complete the target reporting form and submit via email to CT-TAM@dot.ca.gov by September 17, 2020.

For questions concerning the performance target reporting process, please contact:

Dawn Foster, Senior Engineer
Office of Asset Management
Department of Transportation
Email: CT-TAM@dot.ca.gov

Please provide name and signature of the MPO official certifying this information.

MPO Official's Name: Ed Flickinger

MPO Official's Signature:  **Date:** 9/17/2020

Reason for Not Making Progress Towards 2-Year Targets (Pavement):

City of Bakersfield's response (making up 47%): The target goals for lane miles of pavement in Bakersfield were not met in 2019 due to the following:

- There have been multiple street improvement projects within the City that have not been accounted for in reporting to Kern COG, due to delayed reporting and a lag between project completion and Pavement Management System (PMS) updates.
- The City is in the process of bringing an independent contractor under contract to perform a complete pavement assessment of all City streets. This will allow the City to update the PMS to include all recent pavement improvement projects that have been completed, and prioritize future pavement improvement projects.

It is expected that the pavement assessment contractor will start their assessment in early 2021, and that the PMS will be updated by June 2021.

County of Kern's response (making up 43%): The target goals for lane miles of pavement in the County of Kern were met.

City of Shafter's response (making up 6%): The target goals for lane miles of pavement in Shafter were met.

Reason for Not Making Progress Towards 2-Year Targets (Bridges):

City of Bakersfield's response (making up 78%): The target goals for bridge square footage in Bakersfield were not met in 2019 due to the following:

- The unavailability of funding for the Bridge Preventative Maintenance Program (BPMP);
- Pushing out bridge projects to future fiscal years due to loss of BPMP funding;
- Longer lead time than expected for the City's Manor Street Bridge Seismic Retrofit project. This project is currently in construction; however, it has been delayed by 1 year due to excessive flows in the river and environmental delays.

It is anticipated that once BPMP funding is re-established, and the Manor Street Bridge Retrofit is complete (expected in 2021), the City will meet its 2021 bridge target goals.

County of Kern's response (making up 26%): The target goals for bridge square footage in the County of Kern were met.

City of Shafter's response (making up 3%): The target goals for bridge square footage in Shafter were met.



VIII. TTAC

January 6, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Rob Ball, Planning Director
Ed Flickinger, Regional Planner III

SUBJECT: TTAC AGENDA ITEM: VIII
Authorization to Award Contract – Local Roads Safety Plans

DESCRIPTION:

A proposed contract with TJKM has been negotiated for an amount not to exceed \$562,833.59 for the preparation of the LOCAL ROAD SAFETY PLANS. Caltrans grant funds with local match in the FY 2020/21 budget will fund the Local Road Safety Plans.

DISCUSSION:

Kern Council of Governments is assisting in developing a Local Road Safety Plan (LRSP) for the following nine participating cities: Arvin, Bakersfield, California City, Delano, Maricopa, Shafter, Taft, Tehachapi, and Wasco.

The project is listed in the 2020-2021 Overall Work Program under Work Element 601.4. A Local Road Safety Plan (LRSP) for each city is required to obtain future Highway Safety Improvement Program (HSIP) funding and accelerate attainment of federal safety targets. The November 6, 2019 Transportation Technical Advisory Committee (TTAC) meeting discussed the option to have Kern COG hire a consultant that would develop LRSP documents for up to nine participating cities. These cities applied for grant funding from Caltrans for their individual LRSP. An MOU was signed on August 20, 2020 to have funding grants to be pooled and transferred to Kern COG to hire one consultant to create separate plans for each participating city. The MOU was prepared for a contract not to exceed \$600,000. Since the contract was less, the cost per city will be adjusted as below:

City Name	As Approved by Caltrans			KCOG MOU			TJKM contract cost per city		
	Total Cost	LRSP Funds	Local Funds	Total Cost	LRSP Funds	Local Funds	Total Cost	LRSP Funds	Local Funds
City of Arvin	\$80,000	\$72,000	\$8,000	\$80,000	\$72,000	\$8,000	\$75,044	\$67,540	\$7,504
City of Bakersfield	\$80,000	\$72,000	\$8,000	\$80,000	\$72,000	\$8,000	\$75,044	\$67,540	\$7,504
City of California City	\$45,000	\$40,500	\$4,500	\$45,000	\$40,500	\$4,500	\$42,213	\$37,991	\$4,221
City of Delano	\$80,000	\$72,000	\$8,000	\$80,000	\$72,000	\$8,000	\$75,044	\$67,540	\$7,504
City of Maricopa	\$25,000	\$22,500	\$2,500	\$25,000	\$22,500	\$2,500	\$23,451	\$21,106	\$2,345
City of Shafter	\$80,000	\$72,000	\$8,000	\$80,000	\$72,000	\$8,000	\$75,044	\$67,540	\$7,504
City of Taft	\$80,000	\$72,000	\$8,000	\$80,000	\$72,000	\$8,000	\$75,044	\$67,540	\$7,504
City of Tehachapi	\$50,000	\$45,000	\$5,000	\$50,000	\$45,000	\$5,000	\$46,903	\$42,213	\$4,690
City of Wasco	\$80,000	\$72,000	\$8,000	\$80,000	\$72,000	\$8,000	\$75,044	\$67,540	\$7,504
TOTALS	\$600,000	\$540,000	\$60,000	\$600,000	\$540,000	\$60,000	\$562,834	\$506,550	\$56,283

The Kern COG consultant will rely on participating city staff for product development to ensure quality plans for each city. The local agencies that did not participate had already completed the required plans.

A Request for Qualifications (RFQ) was advertised August 25, 2020. RFQs were sent to all transportation consultants in the Kern COG database and to others suggested by the City of Bakersfield. The Statement of Qualifications (SOQ) were due October 16, 2020. Nine SOQs were received and were ranked by staff members of Kern COG, City of Bakersfield, City of Shafter, and City of Wasco by a five item SOQ evaluation form. The three highest ranked SOQs were chosen to give presentations on November 18, 2020 to the same evaluators. Another five-item evaluation form was used by the evaluators. The evaluators met on November 19, 2020 and chose the consultant based on the ranking.

ACTION: Recommend to Transportation Planning Policy Committee to approve contract award.

CONTRACT BETWEEN THE KERN COUNCIL OF GOVERNMENTS
AND

TJKM

2020 Safety Plans

THIS CONTRACT, made and entered into on January 21, 2021, by and between the Kern Council of Governments, hereinafter referred to as "Kern COG," and, TJKM hereinafter referred to as "Consultant."

RECITALS:

WHEREAS, pursuant to the Joint Powers Agreement of November 4, 1970, creating Kern COG and the amended Joint Powers Agreement of May 1, 1982, Kern COG is authorized and empowered to employ consultants and specialists in the performance of its duties and functions;

WHEREAS, Kern COG issued a Request for Qualifications and CONSULTANT submitted a proposal concerning Consultant Services as needed for safety plans, as specified in the attached **Exhibit "A"** and incorporated herein by reference; and

WHEREAS, CONSULTANT has submitted a cost proposal in response to Kern COG's Request for Qualifications, and said proposal is attached as **Exhibit "10-H1"** and incorporated herein by reference; and

WHEREAS, CONSULTANT has represented that they have the qualifications, experience, and facilities for doing the type of work herein contemplated and has offered to provide the required services on the terms set forth herein; and

WHEREAS, Kern COG desires to engage CONSULTANT to provide the services described in **Exhibit "A"** on the terms set forth herein; and

WHEREAS, Consultant represents it is qualified and willing to provide such services pursuant to the terms and conditions of this contract;

AGREEMENT:

I. Contract Organization and Content

This contract is fully comprised of these terms and the attached exhibits: Scope of Work and Cost Proposal, all of which are incorporated herein by this reference.

II. Statement of Work

The work to be conducted by Consultant is specified for the delivery of products as specified in the Scope of Work, attached hereto as **Exhibit "A,"** and Cost Proposal, attached hereto as **Exhibit "10-H1"**. During the performance of this contract, the representative project managers for Kern COG and Consultant will be:

Kern COG: Ed Flickinger
Consultant: Ruta Jariwala

III. Term

Time is of the essence in this contract. The term of this contract is January 21, 2021 through March 31, 2022 unless an extension of time is granted in writing by Kern COG.

IV. Assignability

Consultant shall not assign any interest in this contract, and shall not transfer the same, without the prior written consent of Kern COG.

V. Contract Changes

No alteration or deviation of the terms of this contract shall be valid unless made in writing and signed by the parties. No oral understanding or agreement not incorporated herein, shall be binding on any of the parties.

Kern COG may request, at any time, amendments to this contract and will notify Consultant in writing regarding changes. Upon a minimum of ten (10) days notice, Consultant shall determine the impact on both time and compensation of such changes and notify Kern COG in writing. Upon agreement between Kern COG and Consultant as to the extent of these impacts on time and compensation, an amendment to this contract shall be prepared describing such changes. Such amendments shall be binding on the parties if signed by Kern COG and Consultant, and shall be effective as of the date of the amending document, unless otherwise indicated.

VI. Contract Costs and Reimbursements

A. Maximum Contract Amount/Budget Amendments:

CONSULTANT will be reimbursed for hours worked at the hourly rates specified in CONSULTANT's Cost Proposal (**Exhibit "10-H1"**). These rates are not adjustable for the performance period set forth in this Contract.

Reimbursement for transportation and subsistence costs shall not exceed the rates as specified in the approved Cost Proposal.

When milestone cost estimates are included in the approved Cost Proposal, CONSULTANT shall obtain prior written approval for a revised milestone cost estimate from the Contract Administrator before exceeding such estimate.

CONSULTANT shall not commence performance of work or services until this contract has been approved by KERN COG, and notification to proceed has been issued by Kern COG'S Contract Administrator. No payment will be made prior to approval or for any work performed prior to approval of this contract.

Consultant may bill and receive up to Five hundred sixty two thousand eight hundred thirty three dollars and fifty nine cents (\$562,833.59), to be billed in accordance with **Exhibit "10-H1,"** Costs. The total sum billed under this contract may not exceed including all costs, overhead, and fixed fee expenses. Such billings, up to the specified amount, shall constitute full and complete compensation for Consultant's services. Any amendments to the individual categories within the budget must be approved in writing in advance by Kern COG.

B. Progress Payments and Reports:

Progress payments are authorized under this contract. Progress billings in arrears may be submitted as often as monthly. Written progress reports shall accompany each billing and shall specify, by task, the percentage of contract work completed to date and since the date of the preceding billing, if any. Consultant shall be paid within 30 days following the receipt and approval of each billing by Kern COG. If Kern COG disputes any portion of a request for payment, Kern COG shall pay the undisputed portion of such request as provided herein and shall promptly notify Consultant of the amount in dispute and the reason therefore.

C. Billing Format and Content:

Requisitions for payment shall refer to Work Element number 601.4 as identified on the FY 2020-2021 Overall Work Program, or as may be specified in a written notice by Kern COG. Specific budget category detail is given below:

Consultant shall submit two copies of each invoice with adequate supporting documentation of work billed and costs charged by Task as defined in **Exhibit "A"**, to Kern COG, specifying those services which Consultant believes have been completed. The invoice shall specify: (1) hours worked multiplied times the billing rates authorized in **Exhibit "10-H1"**, (2) an itemization of Other direct cost and/or subcontractor fees as agreed to in **Exhibit "10-H1"**; (3) the total amount billed for the current period, (4) the total amount billed to-date for the project. (5) the retention amount withheld. The invoice shall include a written progress report adequately describing the services billed and provided, and summarizing the status of the PROJECT in regard to task completion, timelines, and budget.

Other Direct Costs: All direct costs billed must be specifically identified. Any travel costs may not exceed the per diem (\$65/day meals; \$225/day accommodations) and mileage rates shall be reimbursed at the IRS established standard mileage rate. Any other direct costs not specifically identified in the contract budget cannot be reimbursed.

D. **Contract Completion Retainer:**

Ten (10) percent shall be retained from each contract billing until the completion of the contract. This retention will be released to Consultant upon completion of contract and contract deliverables to the satisfaction of Kern COG.

E. **Allowable Costs and Documentation:**

All costs charged to this contract by Consultant shall be supported by properly executed payrolls, time records, invoices, and vouchers, evidencing in proper detail the nature and propriety of the charges, and shall be costs allowable as determined by Title 48 Code of Federal Regulations, Chapter 1, Part 31 (Contract Cost Principles and Procedures), Subpart 31.2 (Contracts with Commercial Organizations), as modified by Subpart 31.103. Consultant shall also comply with Title 49, Code of Federal Regulations, Part 18, (Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments) in the procurement of services, supplies or equipment.

VII. Progress Reports

Consultant shall submit progress reports, as described in **Exhibit "A"** and **Paragraph VI-B.** above. The purpose of the reports is to allow Kern COG to determine if Consultant is completing the activities identified in the Work Program in accordance with the agreed upon schedule, and to afford occasions for airing difficulties or special problems encountered so remedies can be developed.

Consultant's Project Manager shall meet with Kern COG's Project Manager, as identified under **Section II**, as needed to discuss work progress.

VIII. Inspection of Work

Consultant, and any subcontractors, shall permit Kern COG, Caltrans and the Federal Highway Administration (FHWA), and other participating agencies, the opportunity to review and inspect the project activities at all reasonable times during the performance period of this contract, including review and inspection on a daily basis.

IX. Staffing

There shall be no change in Consultant's Project Manager, or members of the project team, without prior written approval by Executive Director of Kern COG. The Project Manager shall be responsible for keeping Kern COG informed of the progress of the work and shall be available for no less than four (4) meetings with Kern COG.

X. Subcontracting

Consultant shall perform the work with resources available within its own organization, unless otherwise specified in this contract. No portion of the work included in this contract shall be subcontracted without written authorization by Kern COG. In no event shall Consultant subcontract for work in excess of fifty (50) percent of the contract amount, excluding specialized services. Specialized services are those items not ordinarily furnished by a consultant performing this particular type of work. All authorized subcontracts shall contain the same applicable provisions specified in this contract.

XI. Termination of Contract

A. Termination for Convenience of Kern COG:

Kern COG may terminate this contract at any time by giving notice to Consultant of such termination, and the effective termination date, at least thirty (30) days before the effective date of such termination. In such event, all finished or unfinished documents and other materials shall, at the option of Kern COG, become its property. If this contract is terminated by Kern COG, as provided herein, Consultant shall be reimbursed for expenses incurred prior to the termination date, in accordance with the cost provisions of this contract. Consultant will also be allowed a proportion of any fixed fee that is equal to the same proportion of the project completed by Consultant on the date of termination of this contract.

B. Termination for Cause:

If through any cause, Consultant shall fail to fulfill in a timely and proper manner its obligations under this contract, or if Consultant violates any of the covenants, agreements, or stipulations of this contract, Kern COG shall thereupon have the right to immediately terminate the contract by giving written notice to Consultant of the intent to terminate and specifying the effective date thereof. Kern COG shall provide an opportunity for consultation with Consultant and a ten-day cure period prior to termination. In such an event, all finished or unfinished documents, data, studies, surveys, drawings, maps, models, photographs, reports or other materials prepared by Consultant under this contract shall, at the option of Kern COG, become the property of Kern COG. Consultant shall be entitled to receive compensation for all satisfactory work completed prior to the effective date of termination.

XII. Compliance with Laws, Rules and Regulations

All services performed by the Consultant pursuant to this contract shall be performed in accordance and full compliance with all applicable federal, state or local statutes, rules, and regulations.

XIII. Conflict of Interest

A. Consultant, and the agents and employees of Consultant, shall act in an independent capacity in the performance of this contract, and not as officers, employees or agents of Kern COG.

B. No officer, member, or employee of Kern COG or other public official of the governing body of the locality or localities in which the work pursuant to this contract is being carried out, who exercises any functions or responsibilities in the review or approval of the undertaking or carrying out of the aforesaid work shall:

1. Participate in any decision relating to this contract which affects his personal interest or the interest of any corporation, partnership, or association in which he has, directly or indirectly, any interest; or

2. Have any interest, direct or indirect, in this contract or the proceeds thereof during his tenure or for one year thereafter.

- C. Consultant hereby covenants that it has, at the time of the execution of this contract, no interest, and that it shall not acquire any interest in the future, direct or indirect, which would conflict in any manner or degree with the performance of services required to be performed pursuant to this contract. Consultant further covenants that in the performance of this work, no person having any such interest shall be employed.

XIV. Contingency Fees

Consultant warrants, by execution of this contract, that no person or selling agency has been employed or retained to solicit or secure this contract upon an agreement or understanding for a commission, percentage, brokerage, or contingency fee, excepting bona fide employees or bona fide established commercial or selling agencies maintained by Consultant for the purpose of securing business. For breach or violation of this warranty, Kern COG has the right to terminate this contract without liability, allowing payment only for the value of the work actually performed, or to deduct from the contract price, or otherwise recover, the full amount of such commission, percentage, brokerage, or contingency fee.

XV. Copyrights

Consultant shall be free to copyright material developed under this contract with the provision that Kern COG reserve a royalty-free, nonexclusive and irrevocable license to reproduce, publish, or otherwise use, distribute, and to authorize others to use, and distribute for fee or otherwise, the work for any purpose. Consultant is subject to the duties of agency relating to rights in data and copyrights as set forth in 48 CFR 52.227-14.

XVI. Publication

- A. No report, information, or other data given to or prepared or assembled by Consultant pursuant to this contract, shall be made available to any individual or organization by Consultant without the prior written approval of Kern COG.
- B. The following acknowledgment of FHWA's participation must appear on the cover or title page of all final products:

"The preparation of this report has been financed, in part, through a grant from the U.S. Department of Transportation, Federal Highway Administration, under the authority of Section 148 of Title 23, United States Code (23 U.S.C §148)."

XVII. Disputes

Except as otherwise provided in this contract, any dispute concerning a question of fact which is not disposed of by mutual agreement, shall be decided by a court of competent jurisdiction.

XVIII. Hold Harmless

Consultant agrees to indemnify, defend and hold harmless Kern COG and Kern COG's 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 County Counsel and other counsel retained by Kern COG, 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 negligent, reckless, or willful act or omission of Consultant or Consultant's officers, agents, employees, independent contractors, sub-contractors of any tier, or authorized representatives, or breach of this Agreement. Without limiting the generality of the foregoing, the same shall include bodily and personal injury or death to any person or persons; damage to any property, regardless of where located, including the property of Kern COG; and any workers' compensation claim or suit arising from or connected with any services performed pursuant to this Agreement on behalf of Consultant by any person or entity.

XIX. Insurance

Consultant, in order to protect Kern COG and its board members, officials, agents, officers, and employees against all claims and liability for death, injury, loss and damage as a result of Consultant's actions in connection with the performance of Consultant's obligations, as required in this Agreement, shall secure and maintain insurance as described below. Consultant shall not perform any work under this Agreement until Consultant has obtained all insurance required under this section and the required certificates of insurance and all required endorsements have been filed with Kern COG's authorized insurance representative. Receipt of evidence of insurance that does not comply with all applicable insurance requirements shall not constitute a waiver of the insurance requirements set forth herein. The required documents must be signed by the authorized representative of the insurance company shown on the certificate. Upon request, Consultant shall supply proof that such person is an authorized representative thereof, and is authorized to bind the named underwriter(s) and their company to the coverage, limits and termination provisions shown thereon. Consultant shall promptly deliver Kern COG a certificate of insurance, and all required endorsements, with respect to each renewal policy, as necessary to demonstrate the maintenance of the required insurance coverage for the term specified herein. Such certificates and endorsements shall be delivered to Kern COG not less than 30 days prior to the expiration date of any policy and bear a notation evidencing payment of the premium thereof if so requested. Consultant shall immediately pay any deductibles and self-insured retentions under all required insurance policies upon the submission of any claim by Consultant or Kern COG as an additional insured.

Without limiting Kern COG's right to obtain indemnification from the consultant or any third parties, the consultant, at its sole expense, shall maintain in full force and affect the following insurance policies throughout the term of the contract:

- A. Comprehensive general liability insurance with coverage of not less than \$2,000,000 combined single limit per occurrence for bodily injury, personal injury, and property damage. Comprehensive general liability insurance policies shall name Kern COG, its officers, agents, and employees, individually and collectively, as additional insured, but only insofar as the operations under the terms of the contract are concerned. Such coverage for additional insured shall apply as primary insurance or self-insurance and any other insurance, maintained by Kern COG, its officers, agents, and employees, shall be given excess only and not contributing with insurance provided under the consultant's policies herein.
- B. Comprehensive automobile liability insurance against claims of Personal Injury (including bodily injury and death) and Property Damage covering any vehicle and/or all owned, leased, hired, and non-owned vehicles used in the performance of services pursuant to this Agreement with coverage equal to the policy limits, which shall be at least one million dollars (\$1,000,000) each occurrence.
- C. Professional liability insurance of at least one million dollars (\$1,000,000) per occurrence and two million dollars (\$2,000,000) aggregate.
- D. Worker's compensation insurance as required by law.

This insurance shall not be canceled or changed without a minimum of thirty (30) days advance written notice given to Kern COG. The consultant shall provide certification of said insurance to Kern COG within twenty-one (21) days of the date of the execution of the contract. Such certification shall show, to Kern COG's satisfaction, that such insurance coverages have been obtained and are in full force; that Kern COG, its officers, agents, and employees will not be responsible for any premiums on the policies; that as and if required such insurance names Kern COG, its officers agents, and employees individually and collectively as additional insured (comprehensive and general liability only), but only insofar as the operations under the contract are concerned; that such coverage for additional insured shall apply as primary insurance and

any other insurance, or self-insurance, maintained by Kern COG, its officers, agents, and employees, shall be excess only and not contributing with insurance provided under the consultant's policies herein; and that this insurance shall not be canceled or changed without a minimum of thirty (days) advance, written notice given to Kern COG.

In the event the consultant fails to keep in effect at all times insurance coverage as herein provided, Kern COG may, in addition to other remedies it may have, suspend or terminate the contract upon the occurrence of such event.

Consultant shall require any sub-contractors to provide workers' compensation for all of the sub-contractors' employees, unless the sub-contractors' employees are covered by the insurance afforded by Consultant. If any class of employees engaged in work or services performed under this Agreement is not covered by Labor Code section 3700, Consultant shall provide and/or require each sub-contractor to provide adequate insurance for the coverage of employees not otherwise covered.

- A. The Commercial General Liability and Automobile Liability Insurance required in subparagraph A and B. shall include an endorsement naming Kern COG and Kern COG's board members, officials, officers, agents and employees as additional insureds for liability arising out of this Agreement and any operations related thereto. Said endorsement shall be provided on ISO form CG 20 10 Edition date 11/85 or such other forms which provide coverage at least equal to or better than form CG 20 10 11 85.
- B. Any self-insured retentions in excess of \$10,000 must be declared on the Certificate of Insurance or other documentation provided to Kern COG and must be approved by Kern COG.
- C. If any of the insurance coverages required under this Agreement is written on a claims-made basis, Consultant, at Consultant's option, shall either (i) maintain said coverage for at least three (3) years following the termination of this Agreement with coverage extending back to the effective date of this Agreement; (ii) purchase an extended reporting period of not less than three (3) years following the termination of this Agreement; or (iii) acquire a full prior acts provision on any renewal or replacement policy.
- D. Cancellation of Insurance -- The above stated insurance coverages required to be maintained by Consultant shall be maintained until the completion of all of Consultant's obligations under this Agreement except as otherwise indicated herein. Each insurance policy supplied by the Consultant must be endorsed to provide that the coverage shall not be suspended, voided, cancelled or reduced in coverage or in limits except after ten (10) days written notice in the case of non-payment of premiums, or thirty (30) days written notice in all other cases. Such notice shall be by certified mail, return receipt requested. This notice requirement does not waive the insurance requirements stated herein. Consultant shall immediately obtain replacement coverage for any insurance policy that is terminated, canceled, non-renewed, or whose policy limits have been exhausted or upon insolvency of the insurer that issued the policy.
- E. All insurance shall be issued by a company or companies admitted to do business in California and listed in the current "Best's Key Rating Guide" publication with a minimum of a "A-;VII" rating. Any exception to these requirements must be approved by the Kern COG.
- F. If Consultant is, or becomes during the term of this Agreement, self-insured or a member of a self-insurance pool, Consultant shall provide coverage equivalent to the insurance coverages and endorsements required above. The Kern COG will not accept such coverage unless Kern COG determines, in its sole discretion and by written acceptance,

that the coverage proposed to be provided by Consultant is equivalent to the above-required coverages.

- G. All insurance afforded by Consultant pursuant to this Agreement shall be primary to and not contributing to all insurance or self-insurance maintained by Kern COG. An endorsement shall be provided on all policies, except professional liability/errors and omissions, which shall waive any right of recovery (waiver of subrogation) against Kern COG.
- H. Insurance coverages in the minimum amounts set forth herein shall not be construed to relieve Consultant for any liability, whether within, outside, or in excess of such coverage, and regardless of solvency or insolvency of the insurer that issues the coverage; nor shall it preclude Kern COG from taking such other actions as are available to it under any other provision of this Agreement or otherwise in law.
- I. Failure by Consultant to maintain all such insurance in effect at all times required by this Agreement shall be a material breach of this Agreement by Consultant. Kern COG, at its sole option, may terminate this Agreement and obtain damages from Consultant resulting from said breach. Alternatively, Kern COG may purchase such required insurance coverage, and without further notice to Consultant, Kern COG shall deduct from sums due to Consultant any premiums and associated costs advanced or paid by Kern COG for such insurance. If the balance of monies obligated to Consultant pursuant to this Agreement are insufficient to reimburse Kern COG for the premiums and any associated costs, Consultant agrees to reimburse Kern COG for the premiums and pay for all costs associated with the purchase of said insurance. Any failure by Kern COG to take this alternative action shall not relieve Consultant of its obligation to obtain and maintain the insurance coverages required by this Agreement.

XX. Equal Employment Opportunity/Nondiscrimination

Consultant shall comply with Title VI of the Civil Rights Act of 1964, as amended, and with the provisions contained in 49 CFR 21 through Appendix C and 23 CFR 170.405(b). During the performance of this contract, Consultant, for itself, its assignees and successors in interest, agrees as follows:

- A. **Compliance with Regulations:** Consultant shall comply with the regulations relative to nondiscrimination in federally-assisted programs of the Department of Transportation (hereinafter DOT) Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

Prior to any performance under this agreement, Consultant must review, sign and return to Kern COG a copy of the Title 49, Code of Federal Regulations, Part 29 Debarment and Suspension Certifications ("**Certifications**") attached and incorporated here as **Exhibit "B"**, "Debarment and Suspension Certification." The signed copy of the Certifications shall be incorporated by this reference into the Agreement as if set forth in full herein.

- B. **Nondiscrimination:** Consultant, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, religion, color, sex, age or national origin in the selection or retention of subcontractors, including the procurement of materials and leases of equipment. Consultant shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- C. **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding or negotiations made by Consultant for work to be performed under a subcontract, including the procurement of materials or leases of equipment, each potential subcontractor or supplier shall be notified by Consultant of

Consultant's obligations under this contract, and the Regulations relative to nondiscrimination on the grounds of race, religion, color, sex, age or national origin.

- D. Information and Reports: Consultant shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by Kern COG, Caltrans, FTA, or FHWA to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of Consultant is in the exclusive possession of another who fails or refuses to furnish this information, Consultant shall so certify to Kern COG, Caltrans, FTA, or FHWA, as appropriate, and shall set forth what efforts it has made to obtain the information.
- E. Sanctions for Noncompliance: In the event of Consultant's noncompliance with the nondiscrimination provisions of this contract, Kern COG shall impose such contract sanctions as it, Caltrans, FTA, or FHWA may determine to be appropriate, including, but not limited to:
- 1) Withholding of payments to Consultant under this contract until Consultant complies; and/or
 - 2) Cancellation, termination or suspension of the contract, in whole or in part.
- F. Incorporation of Provisions: Consultant shall include the provisions of Paragraphs A through F of this Section XX in every subcontract, including procurements of materials and leases of equipment, unless exempt from the regulations, or directives issued pursuant thereto. Consultant shall take such action with respect to any subcontract or procurement as Kern COG, Caltrans, FTA, or FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance. However, in the event Consultant becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, Consultant may request Kern COG to enter into such litigation to protect the interests of Kern COG, and in addition, Consultant may request the United States to enter into such litigation to protect the interests of the United States.

XXI. Disadvantaged Business Enterprise (DBE)

It is the policy of Kern COG, the California State Department of Transportation and the U.S. Department of Transportation, that Disadvantaged Business Enterprises (DBEs), as defined in 49 CFR Part 23, shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with local, state or federal funds.

Consultant shall ensure that DBEs, as defined in 49 CFR Part 23, have the maximum opportunity to participate in the performance of this contract. In this regard, Consultant shall take all necessary and reasonable steps to ensure that DBEs have the maximum opportunity to compete for and to perform subcontracts arising out of this contract. Failure to carry out the requirements of this paragraph shall constitute a breach of contract and may result in termination of this contract or such other remedy Kern COG may deem appropriate.

During the period of this contract, the Consultant shall maintain records of all applicable subcontracts advertised and entered into germane to this contract, documenting the opportunity given to DBEs to participate in this contract, actual DBE participation, and records of materials purchased from DBE suppliers. Such documentation shall show the name and business address of each DBE subcontractor or vendor, and the total dollar amount actually paid each DBE subcontractor or vendor. Upon completion of the contract, a summary of these records shall be prepared and certified correct by the Consultant, and shall be furnished to Kern COG.

XXII. Audits

At any time during normal business hours, and as often as Kern COG, Kern COG's participating agencies, the California Department of Transportation, the Federal Transit Administration, the Federal Highway Administration, the Department of Labor, the Comptroller General of the United States, or other appropriate state and federal agencies, or any duly authorized representatives may deem necessary, Consultant shall make available for examination all of its records with

respect to all matters covered by this contract for purposes of audit, examination, or to make copies or transcripts of such records, including, but not limited to, contracts, invoices, payrolls, personnel records, conditions of employment and other data relating to all matters covered by this contract. Project costs are subject to audit and approval for payment according to the eligibility requirements of the funding agencies. However, Kern COG shall not have the right to audit Consultant's fixed rates or fees, percentage multipliers, or standard charges. All project records shall be retained and access to the facilities and premises of Consultant shall be made available during the period of performance of this contract, and for three years after Kern COG makes final payment under this contract.

XXIII. Clean Air Act/Clean Water Act Requirements

Consultant, in carrying out the requirements of this contract, shall comply with all applicable standards, orders, or requirements issued under Section 306 of the Clean Air Act (42 USC 1857[h]), Section 508 of the Clean Water Act (33 USC 1368), Presidential Executive Order 11738, and those Environmental Protection Agency regulations contained in 40 CFR Part 15.

XXIV. Notice

Any notice or notices required or permitted to be given pursuant to this contract may be personally served on the other party by the party giving such notice, or may be served by certified mail, return receipt requested, to the following addresses:

Mr. Ahron Hakimi,
Executive Director
Kern Council of Governments (Kern COG)
1401 19th Street, Suite 300
Bakersfield, California 93301

OR

Nayan Amin
TJKM
4305 Hacienda Drive, Suite 550
Pleasanton, California 94588

XXV. Venue

If any party to this contract initiates any legal or equitable action to enforce the terms of this contract, to declare the rights of the parties under this contract or which relates to this contract in any manner, Kern COG and Consultant agree that the proper venue for any such action is the Superior Court of the State of California of and for the County of Kern.

XXVI. California Law

Kern COG and Consultant agree that the provisions of this contract will be construed in accordance with the laws of the State of California.

XXVII. No Authority to Bind Kern COG

It is understood that Consultant, in its performance of any and all duties under this contract, has no authority to bind Kern COG to any agreements or undertakings with respect to any and all persons or entities with whom Consultant deals in the course of its business.

XXVIII. Nonwaiver

No covenant or condition of this contract to be performed by Consultant can be waived except by the written consent of Kern COG. Forbearance or indulgence by Kern COG in any regard whatsoever shall not constitute a waiver of any covenant or condition to be performed by Consultant. Kern COG shall be entitled to invoke any remedy available to it under this contract or by law or in equity despite any such forbearance or indulgence.

XXIX. Independent Contractor

Nothing in this contract shall be construed or interpreted to make Consultant, its officers, agents, employees or representatives anything but independent contractors and in all their activities and operations pursuant to this contract, Consultant, its officers, agents, employees and representatives shall for no purposes be considered employees or agents of Kern COG.

XXX. Partial Invalidity

Should any part, term, portion, or provision of this contract be finally decided 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 effected 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.

XXXI. Signature Authority

Each person executing this contract on behalf of Consultant represents and warrants that he or she is authorized by Consultant to execute and deliver this contract on behalf of Consultant and that this contract is binding on Consultant in accordance with the terms.

IN WITNESS WHEREOF, the Kern Council of Governments and TJKM have executed this agreement as of the date first above written.

RECOMMENDED AND APPROVED
AS TO CONTENT:

KERN COUNCIL OF GOVERNMENTS

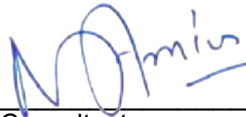
Ahron Hakimi, Executive Director
Kern Council of Governments

Bob Smith, Chair
"Kern COG"

APPROVED AS TO FORM:

CONSULTANT

Brian Van Wyk, Deputy
Kern County Counsel



Consultant

Exhibit "A"

Scope of Work

SCOPE OF WORK

The proposed scope of work includes all of the tasks outlined in the Kern COG's RFQ enhanced with tasks critical for development of successful LRSP's based on our experience and lessons learned from similar projects. Our proposed scope of work is based on Caltrans LRSP and HSIP guidelines and requirements. Completing this work scope will provide the City's with a document that will identify high-priority safety needs and a list of safety improvement projects that provide the most substantial benefit/cost ratio results.

TASK 1. PROJECT MANAGEMENT

Subtask 1.1 Project Coordination and Administration

Ms. Jariwala, the proposed Project Manager, will oversee the day-to-day operations of the project. She will serve as the point of contact with Kern COG and the nine cities for the project's duration. Her project management will focus on three basic elements: schedule, budget, and scope. Ms. Jariwala will frequently communicate with Kern COG and the nine cities and ensure that high-quality products are submitted for review.

Ms. Jariwala will provide monthly progress reports with the submission of each invoice. A draft project schedule is provided on page A-10. The scheduling details are subject to change, but we expect the project to be completed within eight months. She will be responsible for ensuring that all project tasks are completed in a timely and professional manner.

Subtask 1.2 Project Meeting

The TJKM Team will facilitate a project kick-off meeting with staff from Kern COG staff and the nine cities within a week of notice-to-proceed. The purpose of the meeting will be to:

- Clarify the objectives of the study and discuss desired outcomes
- Discuss the purposes and goals of the LRSP
- Identify stakeholders for the working group
- Review work plan and schedule

We will also have two progress status meetings with each of the cities, which totals 18 progress meetings. The first progress meeting will be held after staff reviews the draft engineering and non-engineering technical memorandum. The TJKM Team will discuss the proposed engineering countermeasures with each city staff and address their comments and input.

The second project progress meeting will be held after staff reviews the Draft Local Roadway Safety Plan. The TJKM Team will discuss all the comments received from each City and how to address them. We will provide a meeting agenda to each City's Project manager at least one business day before each meeting. Meeting minutes will be submitted for review within two business days after each meeting.

Task 1 Deliverables:

- ✓ *Kick-Off Meeting*
- ✓ *18 Progress Meetings*
- ✓ *Meeting Agenda and Minutes*
- ✓ *Purpose, Goals, and Objective*
- ✓ *Monthly Progress Reports and Invoices*

TASK 2. ESTABLISH A WORKING GROUP

Subtask 2.1 Stakeholder Outreach and Online Platform

Our Team will work with staff at Kern COG and the nine cities to establish stakeholders and form a working group to provide input to the project. Anticipated members of the working group (stakeholders) for the LRSP project may include the City's Public Works staff, Kern County Sheriff's Department, Local Police Department, City's Fire Department, first responders, schools, residents, and/or local advocacy groups. We will work with staff at Kern COG and the nine cities to identify and finalize the stakeholders and the contact person from each party.

The TJKM Team has found it very beneficial to learn the perspectives of key stakeholders. They will identify areas that should receive particular focus and describe issues encountered in those areas. Public engagement is an essential and vital component of a successful LRSP.

We will conduct meetings (18 in total) with stakeholders from each of the nine jurisdiction to solicit input with regard to transportation safety concerns associated with the E's (i.e., Education, Enforcement, EMS, Emerging Technology, and Engineering). This meeting will ensure LRSP visions are aligned across different levels of governments as well as within each municipality. The TJKM Team proposes to meet the groups 1) at the onset of the project; and 2) when emphasis areas and countermeasures are identified.

Ongoing Coordination. Outside of this meetings, the stakeholders will have the opportunities to express their concerns and provide input via the Interactive Map Input (detailed in Task 9 - Community Outreach and Engagement). We also anticipate that the stakeholders will also be asked for providing feedback on major deliverables: list of countermeasures and safety projects.

Typically, we host in-person stakeholder meetings. Due to the COVID-19 pandemic, we will host virtual community meetings for the nine cities. The TJKM Team recommends streamlining the outreach effort for the nine cities. However, we will develop individual websites for the nine cities as each City contains unique characteristics. Our team will seek public input on the following topics:

- Major transportation safety needs and priorities of stakeholders
- Any on-going transportation safety enhancement programs and campaigns
- Review of the LRSP purpose and goals
- Desired safety improvements and programs

The website will consist of the project overview, collision maps, online mapping tool, project updates, and upcoming events.

Task 2 Deliverables:

- ✓ 18 stakeholder meetings including agenda and minutes
- ✓ Collision maps/dashboard, conceptual design diagrams, etc.
- ✓ Compiled log for stakeholder input and comments

TASK 3. SYSTEM REVIEW

The purpose of this task is to ensure the LRSP visions and goals are aligned with prior and ongoing efforts and that the potential E's strategies are consistent with local and regional policies, guidelines, and programs. The review also establish understanding of the existing transportation system, accessibility, and intermodal connectivity. The TJKM Team will first collect and review documents pertaining to the LRSP. We will review at a minimum the following documents:

- City General Plans
- City Comprehensive Plans (bicycle, pedestrian and similar)
- City Design Guidelines
- City Capital Improvement Programs
- Moving Forward 2050 (Comprehensive Transportation Plan)
- Transit Plans (e.g., Santa Rosa Short-Range Transit Plan)
- Safe Routes to School Initiatives

We will summarize contents and key transportation projects of the aforementioned documents in a technical memorandum. Based on our experience we ensure the LRSPs are developed in consistent with the following documents:

- Caltrans Local Roadway Safety Manual (LRSM) (April 2020)
- National Association of County Engineers (NACE) – A Template for Local Roadway Safety Plan
- FHWA – Local and Rural Road Safety Briefing Sheets: Local Road Safety Plans
- FHWA – Developing Safety Plans: A Manual for Local and Rural Road (2012)
- FHWA – Systemic Safety Project Selection Tool (2013)
- FHWA – Local and Rural Road Safety Program

- California's Strategic Highway Safety Plan (SHSP)
- Caltrans SSARP Guidelines
- Highway Safety Manual
- NACTO, AASHTO, California MUTCD

Task 3 Deliverables:

- ✓ *Draft and Final System Review memoranda for nine jurisdictions (nine standalone documents)*

TASK 4. DATA COLLECTION

Consolidated Collision Data. The TJKM Team will obtain the latest five years of collision data from sources including Transportation Injury Mapping System (TIMS), the Statewide Integrated Transportation Records System (SWITRS), and locally maintained databases such as Crossroads. We have extensive experience working in various databases and the interrelations among attributes. In addition, we will reference supplemental information from city or county records, such as complaint database, local police reports if available.

Volume Data. Traffic volume is an essential in the calculation of roadway segment crash rates. The TJKM Team will work closely with Kern COG and the cities to obtain Average Daily Traffic (ADT) volumes and intersection turning movement counts available from recent studies, e.g., HPMS, Engineering and Traffic Survey, traffic impact studies, etc. We will organize data in GIS and Excel formats and develop, as needed, a traffic count data plan, scheduling to collect any new traffic data agreed among stakeholders.

Task 4 Deliverables:

- ✓ *Collision databases consolidated from various data source in GIS shapefiles, geodatabase, and Excel for seven jurisdictions*
- ✓ *Consolidated vehicular volume databases in GIS shapefiles, geodatabases, and Excel for seven jurisdictions*

TASK 5. SYSTEMIC SAFETY ANALYSIS

To identify **Areas of Concern on Local Roads**, the TJKM Team will conduct Systemic Safety Analysis within the nine jurisdictions.

Subtask 5.1 Systemic Safety and Trend Analysis

The TJKM Team will conduct citywide collision analysis for each of the nine cities, with an emphasis on fatal and severe injury (FSI) collisions. This will be a data-driven process including the following steps:

- Collision Trend - Analyzing and summarizing collision distribution including severity, travel mode, trend over time, lighting conditions, weather conditions, time of day, demographics of the victims and parties at-fault, collision type, and violation category.
- Collision Profile - Combining collision factors to identify prominent collision types.

The TJKM Team will rank all the intersections and roadway segments by collision frequency and Equivalent Property Damage Only (EPDO) scores, which generally reflect the order of magnitude difference between the societal costs of fatal and severe injury crashes versus non-severe injury crashes. This practice helps our planners and engineers to identify prioritized locations for field review. The goal is to identify high-concentration collision locations and similar intersections/roadways that may not have the same collision history but share similar risk factors. Based on the collision analysis and recommendations, the TJKM Team will build a safety measure toolbox that includes proven, cost-effective measures to address the most prevalent safety challenges for the nine cities.

We will produce GIS-based mappings, charts, and other visualizations to help inform decision making. We will summarize the collision analysis and maps in nine memoranda.

Subtask 5.2 Identify High-Risk Network

This is a critical step to identify collision-prone locations throughout the cities such that future incidents can be prevented. Primarily, the TJKM Team will identify a high-risk network for each city. This will include a list of high-risk intersections and roadway segments.

Location Ranking: EPDO and Crash Rates. TJKM Team proposes a weighted average of the two collision measures – Equivalent Property Damage Only (EPDO) and Crash Rates, from the Highway Safety Manual (HSM), to identify and rank the locations from most needing safety improvement to the least.

GIS Coding and Processing. TJKM will identify collisions within 250 feet of an intersection for calculating EPO and Crash Rate. For roadway segments, we will employ the **Sliding Window Algorithm** as per the HSM to partition a city's roadway system into equal segments (0.3 mile). A 0.3-mile "window" then slides by an increment of 0.1 mile to identify the segments of roadways for safety improvements. GIS coding allows us to mine the collision databases and evaluate complex queries to determine more detailed clues as to when and where the most frequent and severe collisions of a specific type, or involving a particular road user, have occurred. This will help our field staff visit the roadway locations in the Cities with the highest potential crash risk and observe crash-susceptible conditions in the field where they are likely to occur and investigate the various physical aspects that are contributing to these risks.



Task 5 Deliverables:

- ✓ Draft and Final Systemic Safety Analysis memoranda for nine jurisdictions (nine standalone documents)
- ✓ GIS shapefiles of high-risk intersections and roadway segments for nine jurisdictions

TASK 6. EMPHASIS AREAS AND NON-ENGINEERING STRATEGIES

Subtask 6.1 Field Reconnaissance

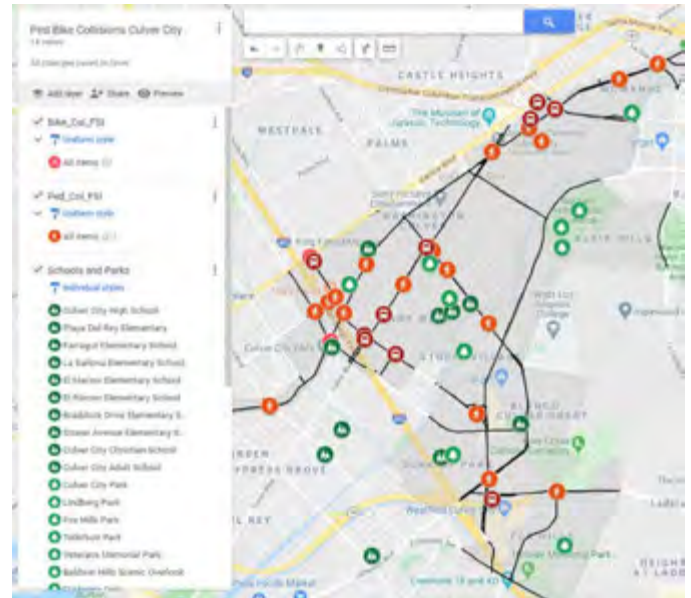
The TJKM Team will conduct field reconnaissance in nine cities on-site or over aerial view. The purpose is to observe the common risk factors at the high-risk locations previously identified. This includes verifying roadway configurations, identifying infrastructure deficiencies and opportunities for improvements. On site, the TJKM Team will identify major **risk factors** attributed to historical collisions. The following is a sample list of features that we would record (subject to adjustment depending on nature of roadway):

- Vehicular traffic operations, multimodal activities, demand, and behavior
- Right-of-way information, including number of lanes, lane width, median type and width, shoulder type and width (if any)
- Pavement markings and signage
- Horizontal and vertical curvature, super-elevation, delineation or advance warning devices
- Presence of lighting
- Sight distance
- Intersection traffic control device, including number of signal heads vs. number of lanes, presence of back plates, stop signs
- Intersection skew angle, offsets
- Intersection located in or near horizontal curve



Example program to incorporate: Safe Routes to School.

- Presence of left-turn or right-turn lanes and presence of left-turn phase
- Allowance of right-turn-on-red
- Overhead versus pedestal mounted signal heads, pedestrian countdown signals
- Pedestrian crosswalk presence, crossing distance
- Bicycle facility presence, class, and conditions
- Posted speed limit or operating speed
- Presence of nearby railroad crossing
- Location and presence of bus stops



Subtask 6.2 Identify Emphasis Areas

Based on the results of systemic safety analysis and field reconnaissance, the TJKM Team will identify up to **10 Emphasis Areas** for each of the nine jurisdictions. The emphasis areas could include infrastructure deficiencies, collision types, and human factors. Each emphasis area will include a description, objective, target outcome, the potential Non-Engineering E's strategies (Education, Enforcement, EMS, and Emerging Technology) and their corresponding performance indicators. We will incorporate existing safety programs into the LRSP to maximize positive outcome of such programs.

Task 6 Deliverables:

- ✓ Draft field working sheets (summary to be incorporated as part of Draft LRSP reports) for nine jurisdictions
- ✓ Draft Emphasis Areas and Non-Engineering E Strategies memoranda for nine jurisdictions

TASK 7. COUNTERMEASURE SELECTION

This task is centered on the selection of HSIP-eligible countermeasures for the *high-risk locations* and *emphasis areas* previously identified. Note that the HSIP-eligible countermeasures are retrieved from the latest version of the Caltrans Local Roadway Safety Manual (LRSM) released in April 2020. Other sources we have used for similar projects include:

- Federal Highway Administration (FHWA) Proven Countermeasures
- American Association of State Highway Transportation Officials (AASHTO) Highway Safety Manual
- Crash Modification Factor (CMF) Clearinghouse
- Various reports published by the National Cooperative Highway Research Program (NCHRP)



Engineering Safety Measures

The TJKM Team will utilize a spreadsheet-based automated countermeasure selection tool developed in-house for selecting feasible and HSIP-eligible countermeasures based on numerous collision attributes previously identified. The draft lists of countermeasures will also be verified by the findings of field reconnaissance.

As we complete this step, the TJKM Team will focus on finding the ideal balance between collision analyses on a systemic basis and addressing high-concentration collision locations. The engineering countermeasures will be systemically and regionally applied to the nine cities, if applicable. The countermeasures will be categorized by facility type:

- Signalized Intersections
- Unsignalized Intersections

- Roadway Segments (arterials and residential streets)

The following factors will be considered for prioritizing countermeasures:

- CMF applicability
- Estimates of crash reduction benefits based on EPDO values by collision severity
- Equitably mitigating safety issues for all modes of transportation
- Applicability to multiple locations
- Consistency with City's standard practices
- Implementation cost
- Right-of-way requirements
- Federal funding eligibility
- Public acceptance

Note that stakeholders play a vital role in the finalization of countermeasure lists. The TJKM Team, as described previously, proposes that the draft countermeasures be reviewed by the stakeholder working groups in addition to the municipal PMs.

ID	Intersection	Consolidated CMs			Additional CM	Emphasis Area 1 - Intersection Safety Improvements			Emphasis Area 2 - Reduce Night-Time Collisions			Emphasis Area 3 - Reduce Roadway Departure Collisions			Emphasis Area 4 - Pedestrian Safety Improvements		
		CM1	CM2	CM3		CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3
Int29	Blue Ravine Road / Flower Drive				S02, S03	S02	S03										
Int30	Blue Ravine Road / Natoma Station Drive	S09	S21PB	S17PB	S03	S02	S03	S09	S02	S09					S03	S21PB	S17PB
Int31	Blue Ravine Road / Big Valley Road	S21PB	S17PB		S02, S03	S02	S03		S02						S03	S21PB	S17PB
Int32	Folsom Auburn Road / Berry Creek Drive	NS06	NS07	NS10		NS06											
Int33	Folsom Auburn Road / Marietta Court																
Int34	Folsom Auburn Road / Oak Avenue	NS06				NS06											
Int35	E Bidwell Street / Harrington Way	NS07				NS06											
Int36	E Bidwell Street / Glenn Drive	S09	S20PB		S03	S02	S03		S02								
Int37	E Bidwell Street / Blue Ravine Road	S21PB	S17PB		S02, S03	S02	S03								S03	S21PB	S17PB
Int38	E Bidwell Street / Creekside Drive	S09			S02, S03	S02	S03	S09				S09	S11				
Int39	Blue Ravine Road / Sibley Street				S02, S03	S02	S03										
Int40	Folsom Auburn Road / Oak Avenue Parkway	S09	S20PB		S02, S03	S02	S03										
Int41	Folsom Auburn Road / Hillswood Drive	NS06	NS07			NS06	NS07										
Int42	Folsom Boulevard / Natoma Street	S21PB	S17PB		S02, S03	S02	S03		S02						S03	S21PB	S17PB
Int43	Greenback Lane / American River Canyon Drive	S21PB	S17PB		S02, S03	S02	S03		S02						S03	S21PB	S17PB
Int44	Folsom Auburn Road / Pinebrook Drive				S02, S03	S02	S03										
Int45	Folsom Auburn Road / Folsom Lake Crossing	S09			S02, S03	S02	S03	S09									

Example of countermeasure selection process (countermeasures identified for high-risk intersections and for the corresponding emphasis are)

Identify Non-Engineering Safety Measures. Improving transportation safety in a city involves more than just "engineering." The TJKM Team will build upon the recommendations from the stakeholder's input and our knowledge of the area. We will propose safety measures related to the four non-engineering E's, including enforcement, education, encouragement, and emergency services. The safety measures will be designed to address transportation safety issues that cannot be resolved by engineering solutions alone. For each identified safety emphasis area, the TJKM Team will develop strategies for policies, programs, campaigns, and other action items based on non-engineering E's.

The TJKM Team will develop education and encouragement strategies to raise transportation safety awareness among different transportation users (students, seniors, and working adults).

Non-HSIP Qualified Countermeasures. Not all safety issues identified will be able to be addressed through LRSM's systemic low-cost countermeasures. As enhancing local roadway safety being the overarching goal of the LRSP, we recognize the necessity to include out-of-the-list countermeasures, such as large capital improvements at a corridor level.

The TJKM Team will leverage our expertise in traffic operations, traffic calming, Complete Streets, active transportation. We will also consider the safety improvements identified as part of other studies at high-risk locations, and will review the effectiveness of any improvements that have previously been implemented by comparing collision trends.

Task 7 Deliverables:

- ✓ *Draft and Final list of countermeasures for high-risk locations and emphasis areas for nine jurisdictions (nine individual submittals)*

TASK 8. SAFETY PROJECTS

Subtask 8.1 Finalized Project Lists and Cost Estimates

Based on previously tasks completed, the TJKM Team will identify viable safety projects (engineering) in accordance with Caltrans LRSM. This will include combinations of HSIP-eligible countermeasures identified in previous tasks. We will first develop detailed cost estimates for the identified projects. At the time, we will submit the first draft of projects for cities review.

Subtask 8.2 BCR Analysis

After comments on final project lists and cost estimates are addressed, the TJKM Team will finalize the list of projects and conduct a B/C Ratio analysis on all the identified projects for ranking. We will utilize LRSM's approved BCR formula, crash costs in 2020 dollars, as well as the HSIP BCR Analyzer for verification purposes.

Our design team and planners have extensive experience in preparing safety programs and design plan cost estimates. The TJKM Team will develop a robust cost estimate sheet per project in construction, design, environmental, mobility, administrative, and with reasonable contingency.

Subtask 8.3 Funding Strategies

The TJKM Team will first categorize projects into maintenance and capital improvements with associated timing and responsible departments, which will inform budgeting of the City's Capital Improvement Program.

Potential funding sources for each project depend on types of improvements and travel modes. The TJKM Team will first develop a matrix of pursuable Federal and State grant fact sheets that instructs cities with materials and timeline for each funding opportunity.

Task 8 Deliverables:

- ✓ *Nine technical memorandum summarizing the engineering countermeasures and non-engineering solutions*
- ✓ *Nine safety projects prioritization matrix identifying the preliminary cost estimate, collision benefit, and B/C Ratio*
- ✓ *Nine Funding Strategy Matrix*

TASK 9. COMMUNITY OUTREACH AND ENGAGEMENT

Public engagement has been essential to the success of a LRSP. It is also a vital component in the grant evaluation process. The TJKM Team proposes a virtual input experience in response to limitations under COVID-19. This will include a project website (for each city), a map input embedded on the website, and virtual workshops facilitated via Zoom or GoToMeeting.

Project Website and Map Input. The project website will consist of 1) project overview; 2) progress update; 3) upcoming events; and 4) **interactive map input**. We will generate city specific URLs, e.g., cotatisafestreets.com. We will work with city staff to promote the project website on city's official website and social media (e.g., Facebook, Instagram, and Twitter) pages with graphics and verbiages. We will maintain and frequently update the website with latest project information.

Virtual Workshops. Virtual workshops provide citizens with direct opportunities to express their concerns. We have scoped with *one workshop per jurisdiction* for gathering citizen concerns and feedback. The TJKM Team will facilitate the meetings via video conferencing software such as Zoom and GoToMeeting. Each meeting is anticipated to last 1.5 to 2-hours. It begins with a brief presentation conveying the overarching LRSP goals and objectives, the purpose of the meeting, and how citizens can help in the LRSP process; then follows by open discussion among citizens and the project team.

The TJKM Team will summarize meeting notes and incorporate into Draft LRSP reports.

Task 9 Deliverables:

- ✓ *Project websites and interactive maps for nine jurisdictions*

TASK 10. LRSP REPORTS

Subtask 10.1 Implementation and Assessment

The assessment analysis of the measures implemented is critical to understanding what strategies are working. If a strategy is not having the desired benefit, the cities will be able to identify new ones. The TJKM Team will develop an evaluation matrix to allow the City to determine the efficacy of investments in safety projects and programs. The matrix will include:

- Progress measurement of each engineering countermeasure and non-engineering solution
- Comparison of collision data before implementing the LRSP and after implementation



Example of project website and interactive map input. Project website and interactive map input provide citizens with a platform to express their concerns and feedback anywhere, anytime via smartphones, tablets, laptops and desktops. It allows project team in monitoring and compiling responses. Sample: Culver City LRSP, 2020

Subtask 10.2 LRSP Reports

Based on the work completed, the TJKM Team will prepare a LRSP report for each city, first in draft format for review by city Project Manager's and stakeholders and, after receiving comments, a final report. The LRSP report will contain at a minimum the following sections (subject to adjustments):

- Introduction, Vision, Goals, and Objectives
- Collision Data, Systemic Safety Analysis, and Results
- Emphasis Areas, E's Strategies, and Performance Measures
- Countermeasures
- Safety Projects, Cost Estimate, and BCR
- Prioritization and Implementation Plan
- Monitoring and Ongoing Coordination

Task 10 Deliverables

✓ *Draft and Final LRSP*

TASK 11. GRANT READY MATERIALS

The TJKM Team will prepare Grant Ready Materials for up to three applications for each city. The materials will essential be the grant application packages ready for next funding opportunity in 2022. This will include at a minimum a narrative, collision list, collision diagrams, existing/proposed plan (cross sections, plan views, and 3D renderings or photo simulations), BCR Analyzer.

Task 11 Deliverables

✓ *Grant Ready Materials for up to three applications for each city*



Example Grant Ready Materials: HSIP required attachments. \$1.6 million awarded. Dinuba Corridor Safety Improvements HSIP

TASK 12. LRSP MAPPING PLATFORM

Finally, the TJKM Team will develop a dynamic mapping platform in ArcGIS Online summarizing the LRSP results for the nine local cities. The purpose of the platform will be to inform decision making and for ongoing Plan monitoring and interjurisdictional coordination.

The mapping platform will include for all nine cities:

- Collision attributes – severity, type, violation, time of day, weather, etc.;
- Systemic Safety Analysis results – high-risk intersections and roadway segments
- Feasible HSIP (and non-HSIP) eligible countermeasures for the high-risk locations
- Safety projects and status of implementation

Task 12 Deliverables

✓ *Dynamic Mapping Platform*

SCHEDULE

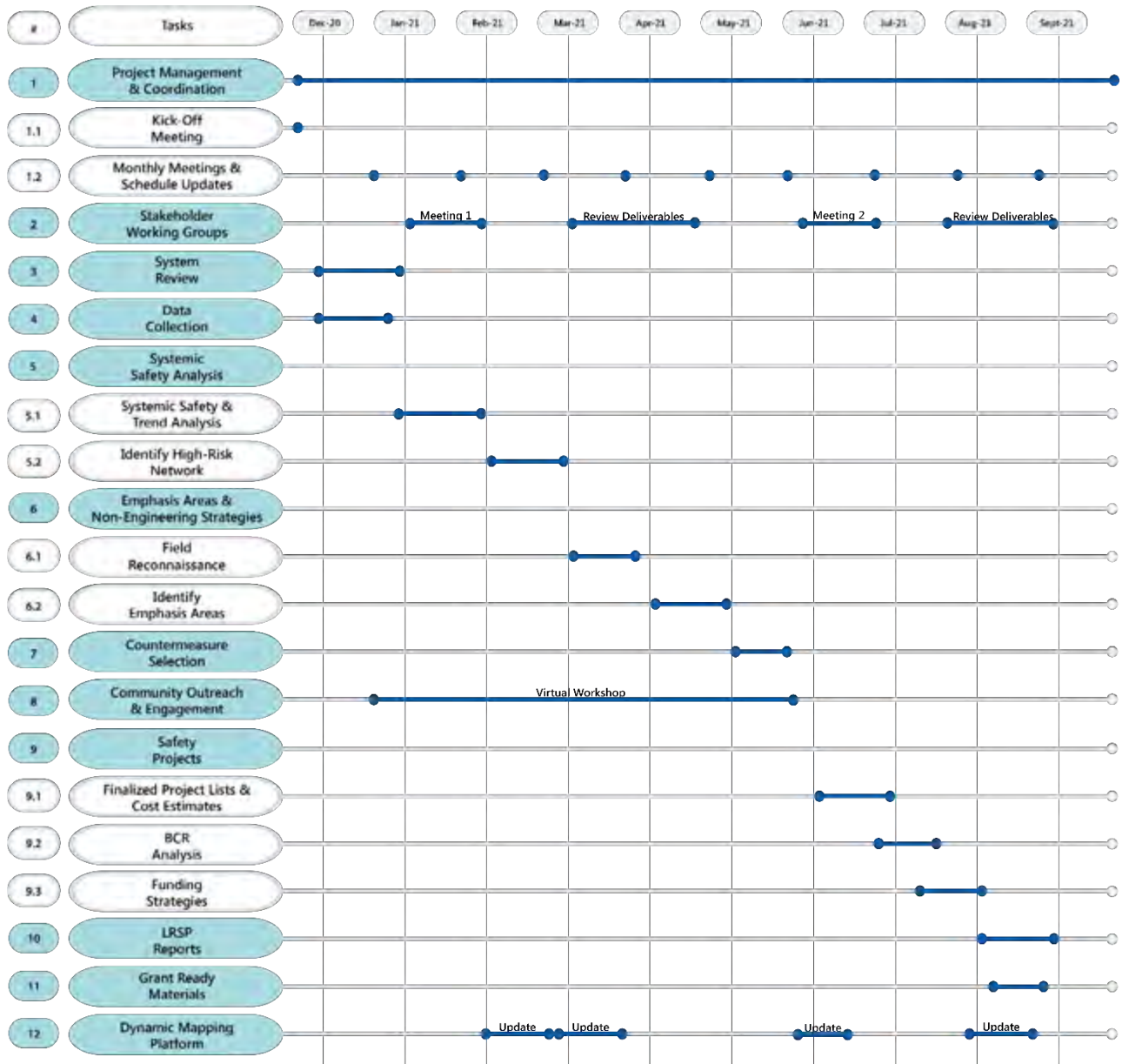


Exhibit "B"

TITLE 49, CODE OF FEDERAL REGULATIONS, PART 29
DEBARMENT AND SUSPENSION CERTIFICATION

Exhibit "B"

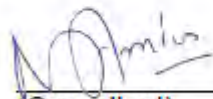
TITLE 49, CODE OF FEDERAL REGULATIONS, PART 29
DEBARMENT AND SUSPENSION CERTIFICATION

- 1) The Consultant certifies, to the best of its knowledge and belief, that it and its contractors, subcontractors and subrecipients:
 - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
 - b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state, or local) with commission of any of the offenses listed in sub paragraph (1)(b) of this certification; and
 - d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (federal, state, or local) terminated for cause or default.

- 2) The Applicant also certifies that, if Applicant later becomes aware of any information contradicting the statements of paragraph (1) above, it will promptly provide that information to Kern Council of Governments.

If there are any exceptions to this certification, insert the exceptions in the following space.

Exceptions will not necessarily result in denial of award, but will be considered in determining bidder responsibility. For any exception noted above, indicate below to whom it applies, initiating agency, and dates of action.



(Consultant) TJKM

Date October 15, 2020

Exhibit "10-H1"

TJKM Transportation Consultants
KOA Consultants

EXHIBIT 10-H1 COST PROPOSAL PAGE 1 OF 3
COST-PLUS-FIXED FEE OR LUMP SUM OR FIRM FIXED PRICE CONTRACTS
(DESIGN, ENGINEERING AND ENVIRONMENTAL STUDIES)

Note: Mark-ups are Not Allowed Prime Consultant Subconsultant 2nd Tier Subconsultant
 Consultant TJKM Transportation Consultants

Project No. _____ Contract No. _____ Date 10/15/2020

DIRECT LABOR

Classification/Title	Name	hours	Actual Hourly Rate	Total
Project Manager	Ruta Janiwala, PE, TE*	409	\$91.54	\$37,439.86
PIC	Nayan Amin, TE*	70	\$91.54	\$6,407.80
QA/QC	Sayed Fakhry, PE, TE*	126	\$81.73	\$10,297.98
Task Lead	Atul Patel, TE, PTOE*	82	\$84.48	\$6,927.36
Task Lead	Ian Lin, PTP*	328	\$46.20	\$15,153.60
Task Lead	Cory Peterson*	356	\$36.87	\$13,125.72
Task Lead	Divya Gandhi*	676	\$32.71	\$22,111.96
Project Engineer	Rutvij Patel, EIT	124	\$60.84	\$7,544.16
Assistant Engineer	Areli Vazquez-Munoz	560	\$32.41	\$18,149.60
Assistant Planner	Dhawal Katania	148	\$32.79	\$4,852.92

LABOR COSTS

a) Subtotal Direct Labor Costs	\$142,010.96
b) Anticipated Salary Increases (see page 2 for sample)	\$0.00
c) TOTAL DIRECT LABOR COSTS [(a) + (b)]	\$142,010.96

INDIRECT COSTS

d) Fringe Benefits (Rate: <u>47.36%</u>)	e) Total Fringe Benefits	67256.39066
f) Overhead (Rate: <u>103.28%</u>)	g) Overhead [(c)x(f)]	146668.9195
h) General and Administrative (Rate: <u>0.00%</u>)	i) Gen & Admin [(c) x (h)]	0
	j) Total Indirect Costs [(e) + (g) + (i)]	\$213,925.31
FIXED FEE	k) TOTAL FIXED PROFIT [(c) + (j)] x fixed fee <u>10%</u>	\$35,593.63

1) CONSULTANT'S OTHER DIRECT COSTS (ODC) - ITEMIZE (Add additional pages if necessary)

Description of Item	Quantity	Unit(s)	Unit Cost	Total
Mileage Costs	0		\$0.575	\$3,000.00
Equipment Rental and Supplies				\$0.00
Permit Fees				\$0.00
Plan Sheets			\$18.00	\$0.00
Test				\$0.00
1) TOTAL OTHER DIRECT COSTS				\$3,000.00

m) SUBCONSULTANTS' COSTS (Add additional pages if necessary)

Subconsultant 1: <u>KOA Consultants</u>	\$168,303.69	
Subconsultant 2: _____	\$0.00	
Subconsultant 3: _____	\$0.00	
Subconsultant 4: _____	\$0.00	
m) TOTAL SUBCONSULTANTS' COSTS:		\$168,303.69
n) TOTAL OTHER DIRECT COSTS INCLUDING SUBCONSULTANT [(l)+(m)]		\$171,303.69
TOTAL COST [(c) + (j) + (k) + (n)]		\$562,833.59

NOTES:

- Key personnel must be marked with an asterisk (*) and employees that are subject to prevailing wage requirements must be marked with two asterisks (**). All costs must comply with the Federal cost principals. Subconsultants will provide their own cost proposals.
- The cost proposal format shall not be amended. Indirect cost rates shall be updated on an annual basis in accordance with the consultant's annual accounting period and established by a cognizant agency or accepted by Caltrans.
- Anticipated salary increases calculation (page 2) must accompany.

EXHIBIT 10-H1 COST PROPOSAL PAGE 2 OF 2
COST-PLUS-FIXED FEE OR LUMP SUM OR FIRM FIXED PRICE CONTRACTS
(CALCULATIONS FOR ANTICIPATED SALARY INCREASES)

1. Calculate Average Hourly Rate for 1st year of the contract (Direct Labor Subtotal divided by total hours)

Direct Labor Subtotal per Cost Proposal	Total Hours per Cost Proposal	=	Avg Hourly Rate	5 Year Contract Duration
\$142,010.96	2879	=	\$49.33	Year 1 Avg Hourly Rate

2. Calculate hourly rate for all years (Increase the Average Hourly Rate for a year by proposed escalation %)

	Avg Hourly Rate	+	Proposed Escalation	=		
Year 1	\$49.33	+	0%	=	\$49.33	Year 2 Avg Hourly Rate
Year 2	\$49.33	+	0%	=	\$49.33	Year 3 Avg Hourly Rate
Year 3	\$49.33	+	0%	=	\$49.33	Year 4 Avg Hourly Rate
Year 4	\$49.33	+	0%	=	\$49.33	Year 5 Avg Hourly Rate

3. Calculate estimated hours per year (Multiply estimate % each year by total hours)

	Estimated % Completed Each Year	*	Total Hours per Cost Proposal	=	Total Hours per Year	
Year 1	100.00%	*	2879.0	=	2879.0	Estimated Hours Year 1
Year 2	0.00%	*	2879.0	=	0.0	Estimated Hours Year 2
Year 3	0.00%	*	2879.0	=	0.0	Estimated Hours Year 3
Year 4	0.00%	*	2879.0	=	0.0	Estimated Hours Year 4
Year 5	0.00%	*	2879.0	=	0.0	Estimated Hours Year 5
Total	100%		Total	=	2879.0	

4. Calculate Total Costs including Escalation (Multiply Average Hourly Rate by the number of hours)

	Avg Hourly Rate (calculated above)	*	Estimated hours (calculated above)	=	Cost per Year	
Year 1	\$49.33	*	2879	=	\$142,010.96	Estimated Hours Year 1
Year 2	\$49.33	*	0	=	\$0.00	Estimated Hours Year 2
Year 3	\$49.33	*	0	=	\$0.00	Estimated Hours Year 3
	Total Direct Labor Cost with Escalation			=	\$142,010.96	
	Direct Labor Subtotal before Escalation			=	\$142,010.96	
	Estimated total of Direct Labor Salary Increase			=	\$0.00	Transfer to Page 1

NOTES:

- This is not the only way to estimate salary increases. Other methods will be accepted if they clearly indicate the % increase, the # of years of the contract, and a breakdown of the labor to be performed each year.
- An estimation that is based on direct labor multiplied by salary increase % multiplied by the # of years is not acceptable. (i.e. \$250,000 x 2% x 5 yrs = \$25,000 is not an acceptable methodology)
- This assumes that one year will be worked at the rate on the cost proposal before salary increases are granted.
- Calculations for anticipated salary escalation must be approved.

Certification of Direct Costs:

I, the undersigned, certify to the best of my knowledge and belief that all direct costs identified on the cost proposal(s) in this contract are actual, reasonable, allowable, and allocable to the contract in accordance with the contract terms and the following requirements:

1. Generally Accepted Accounting Principals (GAAP)
2. Terms and conditions of the contract
3. Title 23 United States Code Section 112 - Letting of Contract
4. 48 Code of Federal Regulations Part 31 - Contract Cost Principals and Procedures
5. 23 Code of Federal Regulations Part 172 - Procurement, Management, and Administration of Engineering and Design Related Services
6. 48 Code of Federal Regulations Part 9904 - Cost Accounting Standards Board (when applicable)

All costs must be applied consistently and fairly to all contracts. All documentation of compliance must be retained in the project files and be in compliance with applicable federal and state requirements. Costs that are noncompliant with the federal and state requirements are not eligible for reimbursement.

Local governments are responsible for applying only cognizant agency approved or Caltrans accepted Indirect Cost Rate(s).

Prime Consultant or Subconsultant Certifying:

Name: Nayan Amin Title: President

Signature:  Date of Certification (mm/dd/yyyy): 10/15/2020

Email: namin@tikm.com Phone Number: 925.463.0611

Address: 4305 Hacienda Drive, Suite 550, Pleasanton, CA 94588

*An individual executive or financial officer of the consultant's or subconsultant's organization at a level no lower than a Vice President or a Chief Financial Officer, or equivalent, who has authority to represent the financial information utilized to establish the cost proposal for the contract.

List of services the consultant is providing under the proposed contract:

Traffic Engineering & Transportation Planning

EXHIBIT 10-H1 COST PROPOSAL Page 1 of 3

**ACTUAL COST-PLUS-FIXED FEE OR LUMP SUM (FIRM FIXED PRICE) CONTRACTS
(DESIGN, ENGINEERING AND ENVIRONMENTAL STUDIES)**

Note: Mark-ups are Not Allowed

Prime Consultant Subconsultant

Consultant KOA Corporation
 Project Name Kern COG Local Roadway Safety Plan Contract No. _____ Date 9/8/2020

DIRECT LABOR

Classification/Title	Name	Hours	Actual Hourly Rate	Total
Principal Engineer		69	\$86.50	\$5,968.50
Project Manager Senior Associate Planner		164	\$46.25	\$7,585.00
Senior Planner		74	\$66.00	\$4,884.00
Associate Engineer		408	\$35.50	\$14,484.00
Associate Planner		840	\$34.00	\$28,560.00
				\$0.00
		Total Hours	1555	

LABOR COSTS

a) Subtotal Direct Labor Costs \$61,481.50
 b) Anticipated Salary Increases (see page 2 for calculations) \$0.00
c) TOTAL DIRECT LABOR COSTS [(a) + (b)] \$61,481.50

INDIRECT COSTS

d) Fringe Benefits (Rate: 32.76%) a) Total Fringe Benefits [(c) x (d)] \$20,141.34
 f) Overhead (Rate: 36.71%) g) Overhead [(c) x (f)] \$22,569.86
 h) General and Administrative (Rate: 78.65%) i) Gen & Admin [(c) x (h)] \$48,355.20
j) TOTAL INDIRECT COSTS [(e) + (g) + (i)] \$91,066.40

FIXED FEE

k) TOTAL FIXED FEE [(c) + (j)] x fixed fee: 10.00% \$ 15,254.79

l) CONSULTANT'S OTHER DIRECT COSTS (ODC) - ITEMIZE (Add additional pages if necessary)

Description of Item	Quantity	Unit	Unit Cost	Total
Shipping & Reproduction	4	LS	\$60.00	\$240.00
Travel	450	Mile	\$0.58	\$261.00
l) TOTAL OTHER DIRECT COSTS				<u>\$501.00</u>

m) SUBCONSULTANTS' COSTS (Add additional pages if necessary)

m) TOTAL SUBCONSULTANTS' COSTS \$0.00

n) TOTAL OTHER DIRECT COSTS INCLUDING SUBCONSULTANTS [(l) + (m)] \$501.00
TOTAL COST [(c) + (j) + (k) + (n)] \$168,303.69

NOTES:

- All costs must comply with the Federal cost principles. Subconsultants will provide their own cost proposals.
- The cost proposal format shall not be amended. Indirect cost rates should be based on consultant's annual accounting period and established by a cognizant agency or accepted by Caltrans.
- Anticipated salary increases calculation (page 2) must accompany.

EXHIBIT 10-H1 COST PROPOSAL Page 2 of 3
ACTUAL COST-PLUS-FIXED FEE OR LUMP SUM (FIRM FIXED PRICE) CONTRACTS
(CALCULATIONS FOR ANTICIPATED SALARY INCREASES)

Consultant KOA Corporation Contract No. 0 Date 9/8/2020

1. Calculate Average Hourly Rate for 1st year of the contract (Direct Labor Subtotal divided by total hours) 44082

Direct Labor Subtotal per Cost Proposal	Total Hours per Cost Proposal	=	Avg Hourly Rate	5 Year Contract Duration
\$61,481.50	1555	=	\$39.54	Year 1 Avg Hourly Rate

2. Calculate hourly rate for all years (Increase the Average Hourly Rate for a year by proposed escalation %)

Year	Avg Hourly Rate	+	Proposed Escalation	=		
Year 1	\$39.54	+	5%	=	\$41.51	Year 2 Avg Hourly Rate
Year 2	\$41.51	+	5%	=	\$43.59	Year 3 Avg Hourly Rate
Year 3	\$43.59	+	5%	=	\$45.77	Year 4 Avg Hourly Rate
Year 4	\$43.59	+	5%	=	\$45.77	Year 5 Avg Hourly Rate
Year 5	\$45.77	+	5%	=	\$48.06	Year 5 Avg Hourly Rate

3. Calculate estimated hours per year (Multiply estimate % each year by total hours)

Year	Estimated % Completed Each Year	*	Total Hours per Cost Proposal	=	Total Hours per Year	
Year 1	35.00%	*	544.3	=	190.5	Estimated Hours Year 1
Year 2	65.00%	*	1010.8	=	657.0	Estimated Hours Year 2
Year 3	0.00%	*	0.0	=	0.0	Estimated Hours Year 3
Year 4	0.00%	*	0.0	=	0.0	Estimated Hours Year 4
Year 5	0.00%	*	0.0	=	0.0	Estimated Hours Year 5
Total	100%		Total	=	1555.0	

4. Calculate Total Costs including Escalation (Multiply Average Hourly Rate by the number of hours)

Year	Avg Hourly Rate (calculated above)	+	Estimated hours (calculated above)	=	Cost per Year	
Year 1	\$39.54	+	544	=	\$21,518.53	Estimated Hours Year 1
Year 2	\$41.51	+	1011	=	\$41,961.12	Estimated Hours Year 2
Year 3	\$43.59	+	0	=	\$0.00	Estimated Hours Year 3
Year 4	\$43.59	+	0	=	\$0.00	Estimated Hours Year 4
Year 5	\$45.77	+	0	=	\$0.00	Estimated Hours Year 5
	Total Direct Labor Cost with Escalation			=	\$63,479.65	
	Direct Labor Subtotal before Escalation			=	\$61,481.50	
	Estimated total of Direct Labor Salary Increase			=	\$1,998.15	Transfer to Page 1

NOTES:

1. This is not the only way to estimate salary increases. Other methods will be accepted if they clearly indicate the % increase, the # of years of the contract, and a break
2. An estimation that is based on direct labor multiplied by salary increase % multiplied by the # of years is not acceptable. (i.e. \$250,000 x 2% x 5 yrs = \$25,000 is not)
3. This assumes that one year will be worked at the rate on the cost proposal before salary increases are granted.
4. Calculations for anticipated salary escalation must be provided.

EXHIBIT 10-H1 COST PROPOSAL Page 3 of 3

Consultant KOA Corporation Contract No. 0 Date 9/8/2020

Certification of Direct Costs

I, the undersigned, certify to the best of my knowledge and belief that all direct costs identified on the cost proposal(s) in this contract are actual, reasonable, allowable, and allocable to the contract in accordance with the contract terms and the following requirements:

- 1. Generally Accepted Accounting Principles (GAAP)
2. Terms and conditions of the contract
3. Title 23 United States Code Section 112 - Letting of Contracts
4. 48 Code of Federal Regulations Part 31 - Contract Cost Principles and Procedures
5. 23 Code of Federal Regulations Part 172 - Procurement, Management, and Administration of Engineering and Design Related Service
6. 48 Code of Federal Regulations Part 9904 - Cost Accounting Standards Board (when applicable)

All costs must be applied consistently and fairly to all contracts. All documentation of compliance must be retained in the project files and be in compliance with applicable federal and state requirements. Costs that are noncompliant with the federal and state requirements are not eligible for reimbursement. Local governments are responsible for applying only cognizant agency approved or Caltrans accepted Indirect Cost Rate(s).

Prime Consultant or Subconsultant Certifying:

Name: Min Zhou, PE Title*: CEO | President
Signature: [Signature] Date of Certification (mm/dd/yyyy): October 16, 2020
Email: mzhou@koacorp.com Phone Number: (323) 260-4703
Address: 1100 Corporate Center Drive, Suite 201, Monterey Park, CA 91754

*An individual executive or financial officer of the consultant's or subconsultant's organization at a level no lower than a Vice President or a Chief Financial Officer, or equivalent, who has authority to represent the financial information utilized to establish the cost proposal for the contract.

List services the consultant is providing under the proposed contract:

Civil Engineering Service



January 6, 2021

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Robert M. Snoddy
Regional Planner

SUBJECT: TTAC AGENDA ITEM: IX
JANUARY TDA PUBLIC TRANSIT CLAIMS FOR THE CITY OF MARICOPA

DESCRIPTION:

Review and recommendation of the City of Maricopa’s Transportation Development Act (TDA) Public Transit Claim and Streets and Roads Claim for FY 2019-20.

DISCUSSION:

TDA funds are apportioned in two separate apportionments. The first, Local Transportation Fund (LTF) may be used for public transit operations and capital projects as well as streets and roads maintenance (The agency must find by resolution that there are no unmet transit needs by a public hearing process). The second, State Transit Assistance (STA) fund may be used only for public transit operations and capital projects.

Below is a list of Public Transit and Streets and Roads claims received by December 18, 2020 TTAC agenda deadline:

<u>Claimants</u>	<u>LTF</u>	<u>STA</u>	<u>Regional Totals</u>
City of Maricopa FY 2019-20 Public Transit	\$30,053	\$0	\$30,053
City of Maricopa FY 2019-20 Public Transit	<u>\$12,888</u>	<u>\$0</u>	<u>\$12,888</u>
Regional Claims	\$42,941	\$0	\$42,941

These claims have been evaluated in accordance with the following criteria: 1) the maximum funding level does not exceed claimant’s deferred revenues, plus current year apportionments, less required public transit financing; 2) claimant has conducted a public meeting within its jurisdiction to receive testimony regarding unmet transit needs and has made an appropriate finding by resolution of its governing body; 3) project(s) 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 TDA Public Transit claims and Streets and Roads claims received by December 18, 2020, for \$42,941 and recommend approval to the Transportation Planning Policy Committee.

Attachments: Staff reviewed TDA claim submitted to Kern COG by December 18, 2020

Kern Council of Governments
TRANSPORTATION DEVELOPMENT ACT
PUBLIC TRANSIT CLAIM
2019-2020
PART 1 OF 8 -- CLAIMANT INFORMATION

I. Claimant Information

Agency: CITY OF MARICOPA

Mailing Address: PO BOX 550

Office Address: 400 CALIFORNIA STREET

City, State, Zip: MARICOPA, CA 93252

Telephone: 661-769-8279

II. Contact Person

Name: LAURA ROBISON

Title: ASSIST. TO CITY ADMINISTRATOR

Department: _____

Mailing Address: SAME AS AGENCY

Office Address: _____

City, State, Zip: _____

Telephone: 661-769-8279

FAX: 661-769-8130

E-Mail: Lrobison_COM@bak.rr.com

WEB Site: www.cityofmaricopa.org

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT
PUBLIC TRANSIT CLAIM
PART 2 OF 8 - CLAIM AND ASSURANCES
For Fiscal Year 2019-2020

A. CLAIM: The City of Maricopa hereby claims Local Transportation Fund and State Transit Assistance Fund apportionments and allocations for the 2019-2020 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 Maricopa 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.

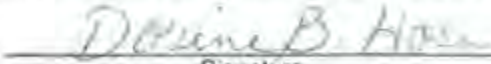
The person whose signature appears below has been authorized to provide the assurances cited above and to prepare, submit and execute this claim on behalf of.

City of Maricopa
Claimant

Signature 10/20/20
Date
Assist. To City Administrator
Title

C. FINANCIAL

ASSURANCES: As the chief financial officer of the City of Maricopa 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 10/20/20
Date
City Treasurer
Title

Kern Council of Governments

PART 3 OF 8--PROJECTED PUBLIC TRANSIT RESOURCES

For Fiscal Year 2019-2020

CLAIMANT: CITY OF MARICOPA

I. FY 2019-2020 PROJECTED AVAILABLE RESOURCES

A. Deferred Revenues -- unexpended prior year cash receipts held in the claimant's treasury as of June 30, 2020 (from the most recent audit report) _____ \$0

B. Unreserved/Unrestricted Retained Earnings _____ \$0

C. Interest Earnings -- interest earnings on claimant cash balances through June 30, 2020 _____ \$0

D. Federal Grants & Reimbursements (Source & Amount):

- 1. FTA Planning Assistance _____
- 2. FTA Operating Assistance _____
- 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) _____ \$1,442
- 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) _____ \$28,611
- 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 _____
- 2. Special Fares _____
- 3. School Bus Service _____
- 4. Freight Tariffs _____
- 5. Charters _____

H. Other Revenues (Source & Amount):

- 1. _____
- 2. _____

I. TOTAL FY 2019-2020 PROJECTED AVAILABLE RESOURCES -- enter here and Part 4, Line J (Sections A+B+C+D+E+F+G+H) _____ **\$30,053**

Kern Council of Governments

PART 4 OF 8--PROJECTED PUBLIC TRANSIT EXPENSES

For Fiscal Year 2019-2020

CLAIMANT: CITY OF MARICOPA

J. TOTAL FY 2019-2020 PROJECTED AVAILABLE RESOURCES (From Part 3, Line I) \$30,053

II. FY 2019-2020 PROJECTED EXPENSES & USES

K. Personnel:

- 1. Administrative Salaries & Wages _____
- 2. Operating Salaries & Wages _____
- 3. Other Salaries & Wages _____
- 4. Fringe Benefits _____

L. Services & Supplies:

- 1. Professional Services _____
- 2. Maintenance Services _____
- 3. Other Services _____
- 4. Vehicle Maintenance & Supplies _____
- 5. Utilities _____
- 6. Insurance _____
- 7. Purchased Transportation Services _____ **\$28,611**
- 8. Miscellaneous _____
- 9. Expense & Inter-fund Transfers _____
- 10. Interest _____
- 11. Lease & Rentals _____
- 12. Other _____

M. Capital Assets (Itemize by Object & Amount):

- 1. _____
- 2. _____
- 3. _____
- 4. _____
- 5. _____

N. Other Uses (Object & Amount):

- 1. Regional Planning Contribution (from FY 2019-2020 TDA Estimate) \$1,442
- 2. _____

O. FY 2019-2020 PROJECTED EXPENSES & USES (Sections K+L+M+N) \$30,053

P. DEFERRED REVENUES AND AVAILABLE RESERVES AS OF June 30, 2020 -- \$0
enter here and on Line A, Part 5 (Sections J-O)

Kern Council of Governments

PART 5 OF 8--BUDGETED PUBLIC TRANSIT RESOURCES

For Fiscal Year 2019-2020

CLAIMANT: CITY OF MARICOPA

I. FY 2019-2020 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, 2020 (From Part 4, Line P) _____ \$0

B. Interest Earnings--interest earnings on claimant cash balances through June 30, 2020 _____ \$0

C. Federal Grants and Reimbursements:
1. FTA Planning Assistance _____
2. FTA Operating Assistance _____
3. FTA Capital Assistance _____
4. _____ \$0

D. State Grants and Reimbursements (Source/Amount):
1. _____ \$0
2. _____ \$0

E. Non-TDA Local Cash Grants and Reimbursement (Source/Amount):
1. _____ \$0
2. _____ \$0
3. _____ \$0

F. Operating Revenues:
1. Passenger Fares _____ \$0
2. Special Fares _____ \$0
3. School Bus Service _____ \$0
4. Freight Tariffs _____ \$0
5. Charters _____ \$0

G. Other Revenues (Source/Amount):
1. _____ \$0
2. _____ \$0

I. FY 2019-2020 NONCURRENT TDA & OTHER BUDGETED RESOURCES--enter here and on Part 6, Line J (Sections A+B+C+D+E+F+G) _____ \$0

Kern Council of Governments

PART 6 OF 8--BUDGETED PUBLIC TRANSIT EXPENSES

For Fiscal Year 2019-2020

CLAIMANT: CITY OF MARICOPA

J. FY 2019-2020 NONCURRENT TDA & OTHER BUDGETED RESOURCES (From Part 5, Line I) \$0

II. FY 2019-2020 BUDGETED EXPENSES & USES

K. Personnel:

- 1. Administrative Salaries & Wages _____
- 2. Operating Salaries & Wages _____
- 3. Other Salaries & Wages _____
- 4. Fringe Benefits _____

L. Services & Supplies:

- 1. Professional Services _____
- 2. Maintenance Services _____
- 3. Other Services _____
- 4. Vehicle Maintenance & Supplies _____
- 5. Utilities _____
- 6. Insurance _____
- 7. Purchased Transportation Services \$28,611
- 8. Miscellaneous _____
- 9. Expense & Inter-fund Transfers _____
- 10. Interest _____
- 11. Lease & Rentals _____
- 12. Other _____

M. Capital Assets (Itemize):

- 1. _____
- 2. _____
- 3. _____
- 4. _____
- 5. _____

N. Other Uses:

- 1. Regional Planning Contribution (from most recent TDA estimate) \$1,442
- 2. Capital Outlay Reserve Contribution _____

O. FY 2019-2020 BUDGETED EXPENSES & USES (Sections K+L+M+N) \$30,053

P. FY 2019-2020 UNFUNDED BALANCE (Line J-O) (\$30,053)

Kern Council of Governments

PART 7 OF 8--TDA FUNDING CLAIM

For Fiscal Year 2019-2020

CLAIMANT: CITY OF MARICOPA

I. FY 2019-2020 UNFUNDED BALANCE (From Part 6, Line P)	<u><u>(\$30,053)</u></u>
II. FY 2019-2020 TDA TRANSIT FUNDING CLAIM	
1. LTF--Regional Planning (PUC 99262) (Same as Part 6, Line N1)	<u>\$1,442</u>
2. LTF--Operations/Capital (PUC 99260a)	<u> </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>\$28,611</u>
6. LTF--Capital Res. Contrib.(CCR 6648) (Same as Part 6, Line N2)	<u> </u>
7. STAF--Operations (CCR 6730a)	<u> </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 2019-2020 TDA FUNDING CLAIM (Should equal line I)</u>	<u><u>\$30,053</u></u>
UNEXPENDED RESOURCES AS OF JUNE 30, 2020 (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 2019-2020

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.
- 6) Date of the most recent completed annual TDA internal audit: Month: June Day: 30th Year: 2019

Kern Council of Governments
PART 8.2 OF 8--SYSTEM CHARACTERISTICS QUESTIONNAIRE
 For Fiscal Year 2019-2020

(NOTE: Place an "X" in the proper column)

Question	YES	NO
1. Have all recommendations for corrective action from the FY 2019-2020 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 2019-2020 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, 2020 ?		x
6. Is the system expected to meet the applicable farebox revenue ratio requirement for FY 2019-2020 ?		x
7. Is the system budgeted to meet the applicable farebox revenue ratio requirement for FY 2019-2020 ?		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 ?		x
9. Does the claimant expect to qualify for and claim an "extension of service exemption" for either FY 2019-2020 or FY 2019-2020 ?		x
10. Is a budget increase in excess of 15% proposed for FY 2019-2020 ?		x
11. Is an increase or decrease in excess of 15% in the scope of operations or capital budget provisions proposed for FY 2019-2020 ?		x

Kern Council of Governments
PART 8.3 OF B--SYSTEM CHARACTERISTICS QUESTIONNAIRE
 For Fiscal Year 2019-2020

(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 2019-2020 ? 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 2019-2020 ? 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".		NA
18. Is the claimant's retirement system fully funded with respect to it's officers and employees ?		NA
19. Does the claimant have a private pension plan ?		NA
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:		NA
a. Conduct periodic actuarial studies of it's employee pension plans to determine the annual cost of future pension benefits ?		NA
b. Set aside and invest, on a current basis, funds sufficient to provide for the payment of future pension benefits ?		NA

Kern Council of Governments
PART 8.4 OF 8--SYSTEM CHARACTERISTICS QUESTIONNAIRE
For Fiscal Year 2019-2020

LISTING OF SUBCONTRACTORS
CITY OF MARICOPA

1. City of Maricopa contracts with the City of Taft for Transit Services. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____

(NOTE: If the contract is new or amended from prior years, please submit a copy.)

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM (FY 2019-2020)

Part 1 of 6 - CLAIMANT INFORMATION

I. Claimant

Agency: City of Maricopa

Mailing Address: PO BOX 550

Office Address: 400 California Street

City/State/Zip: Maricopa, CA 93252

Telephone: 661-769-8279

WEB Site: www.cityofmaricopa.org

II. Contact Person

Name: Laura Robison

Title: Assistant to City Administrator

Department: _____

Office Address: Same as above

City/State/Zip: _____

Telephone: _____

E-mail: Lrobison_COM@bak.rr.com

City of Maricopa

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

Part 2 of 6 - Claim and Assurances
For Fiscal Year 2019_2020

A. CLAIM: The City of Maricopa hereby claims all Local Transportation Fund apportionments and allocations for the 2019_2020 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 Maricopa 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 Maricopa
Claimant
Karna Robinson 10/19/2020
Signature Date
Assistant to City Administrator
Title

C. FINANCIAL ASSURANCES: As the chief financial officer of the City of Maricopa 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.

Dorine B. Allen 10/19/2020
Signature Date
City Treasurer
Title

City of Maricopa

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

Part 3 of 6 - FY 2019_2020 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, 2020. (from prior year audit report)	_____
B. Prior Year Cash Receipts from trust funds - TDA cash receipts through June 30, 2020. .	
1. Local Transportation Fund	_____
C. Prior Year Interest Earned - interest earnings on claimant cash balances through June 30, 2020. .	_____
D. Fund Balance - Actual fund balances or reserves held in claimant's treasury as of June 30, 2020. (from prior year audit report)	_____
E. TOTAL FY 2019_2020 AVAILABLE RESOURCES (Lines A+B1+C+D)	<u>\$ -</u>
<u>II. FY 2019_2020 Expenditures</u>	
F. Administration and Engineering	_____
G. Maintenance	_____
H. Construction	_____
I. Equipment	_____
J. Other	<u>\$12,887.97</u>
K. TOTAL FY 2019_2020 EXPENDITURES (Lines F+G+H+I+J)	<u>\$ 12,888</u>
L. AVAILABLE RESOURCES AT June 30, 2020. -enter here and Part 4, Line A (Line E-K)	<u>\$ (12,888)</u>

City of Maricopa

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

Part 4 of 6 - Object Budget
For Fiscal Year 2019_2020

<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, 2020. (from Part 3, Line L)	\$ (12,888)
B. Trust Fund Balances at June 30, 2020.	
1. Local Transportation Fund	_____
C. FY 2019_2020 Trust Fund Apportionments - (from Kern COG estimate)	
1. Local Transportation Fund	_____
2. Regional Planning Contribution	_____
D. FY 2019_2020 Interest Earned - estimated interest earnings on claimant cash balances through June 30, 2020. .	_____
E. TOTAL ESTIMATED FY 2019_2020 AVAILABLE RESOURCES (Line A+B1+C1+C2+D)	\$ (12,888)
<u>II. FY 2019_2020 Planning & Transit Allocations</u>	
F. Local Transportation Fund	
1. Public Transit (from transit claim)	_____
2. Regional Planning Contribution (from Fund Estimate, Schedule B)	_____
G. NET ESTIMATED PRIOR YEAR AVAILABLE RESOURCES (Line E-F1-F2)	\$ (12,888)
<u>III. FY 2019_2020 Estimated Expenditures</u>	
H. Administration and Engineering	_____
I. Maintenance	_____
J. Construction	_____
K. Equipment	_____
L. Other	_____
M. TOTAL FY 2019_2020 ESTIMATED EXPENDITURES-Itemize in Part 5 (Line H+I+J+K+L)	\$ -
N. Capital Outlay Reserve Allocations	
1. Local Transportation Fund	_____
O. DEFERRED REVENUES OR FUND BALANCE AT June 30, 2020. (Line G-M-N1)	\$ (12,888)
FY 2019_2020 NET CLAIM AMOUNT (Line M - Line A)	\$ 12,888

City of Maricopa

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

Part 6 of 6 - Supplemental Information
For Fiscal Year 2019_2020

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.

RESOLUTION NO. 2020-01

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARICOPA,
FINDING THERE ARE NO UNMET PUBLIC TRANSIT NEEDS WHICH CAN
REASONABLY BE MET IN THE CITY OF MARICOPA (2020 - 2021)**

WHEREAS: The Transportation Development Act of 1971 provides for the disbursement of funds from the Local Transportation Fund held in trust by Kern County Auditor-Controller for the purpose authorized by Article 8, Section 994000(a) Streets and Roads and Article 4, Section 99260(a) Public Transportation; and

WHEREAS: An eligible claimant wishing to receive an allocation from the Local Transportation Fund must first hold a Public Hearing where all Unmet Public Transit Needs can be reasonably be met are discussed.

NOW THEREFORE: The Maricopa City Council does hereby resolve that:

- (1) Pursuant to the provisions of law, a duly noticed and Public Hearing regarding Unmet Public Transit Needs was held on Tuesday, March 10, 2020; and
- (2) The finding was made that there were no Unmet Public Transit Needs that could reasonably be met in the City of Maricopa; and
- (3) The City Administrator of the City of Maricopa is hereby duly authorized to sign all claims, assurances and necessary paper work; and
- (4) A copy of this Resolution will be transmitted to the Kern Council of Governments in conjunction with the filing of a claim; and
- (5) The Kern Council of Governments is requested to concur in these findings and grant the allocation of funds specified in the Article 8 claim.


ADOPTED, SIGNED AND APPROVED THIS 10th DAY OF March 2020.

AYES: CRUMP, TONKIN, MOCK

NOES: 0

ABSENT: 0

ABSTAIN: BELL, WILKE


BY: Gary Mock, Mayor

Attest:


BY: Laura Robison, Deputy City Clerk



State of California)
County of Kern)
City of Maricopa)

I, Laura Robison, Deputy City Clerk of the City of Maricopa, do hereby certify that the foregoing is a true and correct copy of Resolution No.2020-01, which was duly and regularly adopted and passed at a Regular Meeting of the City Council of the City of Maricopa on the 10th day of March, 2020 by the following vote:

AYES: CRUMP, TONKIN, MOCK


NOES: 0

ABSENT: 0

ABSTAIN: BELL, WILKE

DATED:

March 10, 2020

By: 
Laura Robison, Deputy City Clerk



CITY OF MARICOPA

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:

February 6

all in the year 2020

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Date at Taft, California, this 6th

day of February 2020

Cher Bui
SIGNATURE

CITY OF MARICOPA
400 CALIFORNIA
STREET
P.O. BOX 548
MARICOPA, CALIFORNIA 93252-0548

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE CITY OF MARICOPA, CITY COUNCIL will hold a public hearing in the Maricopa Senior Center, Gusher Hall, 271 California Street, Maricopa, California, on Tuesday, March 10, 2020 at the hour of 6:00 p.m. to receive and consider all evidence and reports relative to the consideration of:

TO DE-

TERMINE UNMET TRANSIT NEEDS FOR THE CITY OF MARICOPA. All interested parties are invited to attend said HEARING and express opinions or submit evidence for or against the proposal as outlined above.

DIANNA EMFINGER, CITY CLERK

Pub: February 6, 2020
Pub: Midway Driller

PROOF OF PUBLICATION
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County of Kern)

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February 6

all in the year 2020

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Date at Taft, California, this 6th

day of February 2020

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SIGNATURE

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COPA
400 CALIFORNIA
STREET
P.O. BOX 548
MARI COPA, CALI-
FORNIA 93252-
0548

NOTICE OF PUB-
LIC HEARING

NOTICE IS
HEREBY GIVEN
THAT THE CITY
OF MARI COPA,
CITY COUNCIL
will hold a public
hearing in the Mari-
copa Senior Cen-
ter, Gusher Hall,
271 California
Street, Maricopa,
California, on
Tuesday, March
10, 2020 at the
hour of 8:00 p.m.
to receive and con-
sider all evidence
and reports relative
to the considera-
tion of:

TO DE-

TERMINE UNMET
TRANSIT NEEDS
FOR THE CITY OF
MARI COPA. All in-
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for or against the
proposal as out-
lined above.

DIANNA EMFINGER,
CITY CLERK

Pub: February 6,
2020
Pub: Midway
Driller

Maricopa City Council Agenda

March 10 , 2020

6:00 p.m.

Gusher Hall

271 California Street

Maricopa, Ca 93252

- I. Pledge of Allegiance, Moment of Silent Meditation, Call to Order
- II. Roll Call:
Mayor Mock
Council Member Bell
Council Member Crump
Council Member Tonkin
Council Member Wilke
- City Administrator Eric Ziegler
City Attorney Alan Peake
City Treasurer Dorine Horn
City Clerk Dianna Emfinger
- III. Community Recognition
- IV. Reorder of Agenda
- V. Council Reports/Statements
- a. Report by Public Safety/Sherriff Department/Fire Department
b. City Clerk Emfinger
c. City Treasurer Horn
d. City Administrator Ziegler
e. City Attorney Alan Peake
f. City Council Members
- VI. Public Hearings
- Public Hearing re Unmet Transportation Needs and, if warranted by public evidence and testimony, Consider Adoption of Resolution Entitled A Resolution of the City Council of the City of Maricopa Finding There Are No Unmet Transit Needs Which Can Reasonably Be Met in the City of Maricopa (2020-2021)**
1. Mayor to open Public Hearing
 2. Staff Report to City Council
 3. Mayor to invite evidence and testimony from Maricopa residents re Unmet Transit Needs
 4. In the absence of further testimony, Mayor to close Public hearing re Unmet Transit Needs
 5. Motion to Adopt Resolution Entitled A Resolution of the City Council of the City of Maricopa Finding that there are No Unmet Transit Needs Which Can be Reasonably Met in the City of Maricopa (2020-2021)

VII. Public Comment

PERSONS WISHING TO ADDRESS THE COUNCIL ON ITEMS WITHIN ITS JURISDICTION, BUT NOT ON THIS AGENDA MAY DO SO NOW. ANY ITEMS PRESENTED TO THE COUNCIL AT THIS TIME WILL NOT BE ACTED UPON.

Please Note: State law allows the City Council to briefly respond to questions on items raised by the public, which are not on the agenda Govt. Code Section 54954.2(a). Alternatively, the Council may choose to direct staff to provide information at a following meeting. Any member of the public may comment on any matter within the jurisdiction of the City that is not on the agenda. Those wishing to comment should be recognized by the Mayor and approach the podium.

Please complete a Speaker's Form and present it to the City Clerk prior to the start of the meeting to be acknowledged as a speaker.

VIII. Approval of Minutes

a. Approval of Minutes:

October 8, 2019

December 10, 2019

January 14, 2020

IX. Consent Calendar

a. Approve Payment of payroll for January & February, 2020

b. Approve Payment of warrants for January & February, 2020

X. Agendized Items

Recommendation:

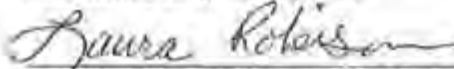
XI. New Business

XII. Council/Staff Items

XIII. Closed Session

XIV. Adjourn

I certify that a copy of this agenda was posted at Maricopa City Hall, Gusher Hall, and Maricopa Post Office on March 5, 2020.



Laura L. Robison, Deputy City Clerk

Pursuant to the Americans with Disabilities Act, if you need special assistance to participate in a City Council Meeting, please contact the City Clerk at (661) 769-8279 at least three (3) days prior to the meeting or time the special services are needed to allow City staff in making reasonable arrangements to provide you with access to the meeting.

Maricopa City Council Minutes

The meeting will be held April 28, 2020 at 6:00p.m.
It will be located at Gusher Hall, 271 California Street, Maricopa, CA 93252
and is also available through Zoom Video Conferencing;

<https://zoom.us/join> Meeting ID: 975-6168-3895 Phone: 1(669)900-6833

Any or all City Council Members may be attending the meeting remotely pursuant to California Governor's Executive Order N-29-20, issued on March 17, 2020, to prevent the spread of Covid-19.

- I. Pledge of Allegiance, Moment of Silent Meditation, Call to Order
- II. Roll Call:

Mayor Mock✓	
Council Member Bell✓	City Administrator Eric Ziegler✓
Council Member Crump✓	City Attorney Alan Peake✓
Council Member Tonkin✓	City Treasurer Dorine Horn-Absent
Council Member Wilke✓	City Clerk Dianna Emfinger✓
- III. Community Recognition
- IV. Reorder of Agenda
- V. Council Reports/Statements
 - a. Report by Public Safety/Sherriff Department/Fire Department
 - b. City Clerk Emfinger
 - c. City Treasurer Horn
 - d. City Administrator Ziegler
 - e. City Attorney Alan Peake-All votes need to be taken by roll call.
 - f. City Council Members
 - Tonkin-2 pigs wondering on Tejon Street-please check on it.
- VI. Public Hearings
- VII. Public Comment
 - Dick Albright – Covida-19 Restart, possible letter to Newsom about the executive order and a resolution.
- VIII. Approval of Minutes
 - a. Approve March 10, 2020
Motion by Bell, Second by Tonkin
 - Bell-Abstain, Crump-Yes, Tonkin-Yes, Wilke-Abstain, Mock-Yes
- IX. Consent Calendar
 - a. Approve Payment of payroll for March 2020
 - b. Approve Payment of warrants for March 2020
Mayor Mock moved to accept a motion to approve both items at the same time.
Motion by Wilke, second by Crump
 - Bell-Yes, Crump-Yes, Tonkin-Yes, Wilke-Yes, Mock-Yes
- X. Agendized Items
 - a. Accept City of Maricopa TDA audit for Fiscal Year Ending June 30, 2019
Recommendation:
Motion to Accept City of Maricopa TDA Audit for Fiscal Year Ending June 30, 2019
Motion to Accept made by Crump, second by Wilke
Bell-Yes, Crump-Yes, Tonkin-Yes, Wilke-Yes, Mock-Yes

XI. New Business

XII. Council/Staff Items

- Bell suggested that we look into getting a Dollar General in Maricopa.
- Crump made note that we have minutes from previous agendas that needed to still be voted on and approved.
- Administrator Ziegler had two items to discuss;
 - a. An offer of dedication by Aera for streets/roads in Maricopa, we will need to put it on the agenda if we want to accept offer. Attorney Peak is still going over the documents.
 - b. Next meeting on May 12th still in effect, we will have a Public Hearing re collection/billing of our special assessments (Refuse/Sewer)

XIII. Closed Session

XIV. Adjourn – 6:45 All in favor



X.
TTAC

January 6, 2021

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: X
DRAFT LOW-STRESS BIKEWAY NETWORK ACTIVE
TRANSPORTATION CONNECTIVITY PLANNING, CENTRAL VALLEY
PASSAGE LONG DISTANCE ROUTE, AND DOWNTOWN HSR
STATION PEDESTRIAN ACCESS PLANS

DESCRIPTION:

Kern COG contracted with the California Bicycle Coalition (CALBIKE) to prepare a Draft Low-Stress Bikeway Network in the Vicinity of the planned Bakersfield High-Speed Rail Station including a Central Valley Passage long-distance route network connecting outlying communities and a downtown Bakersfield pedestrian access plan. The Draft Plans are available online for comment through January 8, 2021 using the Kern COG website at this address: <https://www.kerncog.org/bicycle-plans/>

DISCUSSION:

Using Caltrans SB1 Sustainable Communities grant, Kern COG contracted with CALBIKE on October 18, 2018 for \$405,933 to prepare a Low-Stress Bike Network that would allow bicyclists and pedestrians access to the proposed Bakersfield High-Speed Rail station on F Street in downtown Bakersfield. The consultant has prepared draft Plans and is circulating the Plans for local review and comments.

Project Steering Committee

A project steering committee was formed to guide the consulting firm during the project, review findings, and provide technical input as the project developed. After conducting a project kick-off meeting with Kern COG staff, a Project Steering Committee (PSC) was created consisting of Kern COG staff, Caltrans Districts 6&9, City of Bakersfield, County of Kern, and Bike Bakersfield. During the development of the Plan, other residents were invited to discuss the Plan's progress with the City of Bakersfield's bike and pedestrian project group. In-person meetings and teleconferences were held.

Project Objectives

The object of this Plan is to analyze existing bike, pedestrian, and other low-impact mobility modes and recommend improvements for connectivity to the proposed High-Speed Rail station and support improvements for low-stress bike/pedestrian to disadvantaged communities throughout Kern County.

Recommendations for the Low-Stress Bikeway Network

1. Build out Kern Active Transportation Plan Network Projects deemed Low Stress first.
2. Ensure all intersections are also low stress when building bike networks.
3. Build out network quickly using quick-build strategies and implement best practices as funding becomes available.
4. Build network out in order of positive impact on connectivity.
5. Update street design guidelines and standards to meet low-stress qualifications as needed.

Recommendations for the Central Valley Passage Long-Distance Route

1. Enhance interconnectivity between Central Valley cities.
2. Serve all types from local commuting, inter-city riding, and long-distance adventure cycling.
3. Highlight and connect destinations that can increase economic productivity (employment, schools, shopping, landmarks, etc.).
4. Enhance the development of robust, low-stress networks within cities and towns.
5. Enhance utilization of high-quality transit including the high-speed rail and bus rapid transit.

Recommendations to optimize the benefits of the downtown HSR Station for pedestrian access

1. Conduct public outreach to determine stop locations.
2. Position stations near other transit (such as the HSR station, Canal multi-use path, and Amtrak).
3. Locate stations near key commercial hubs with all-hours uses.
4. Locate stations further apart than regular bus stops.

The Draft Plans have been posted on the Kern COG website at the following link:
<https://www.kerncog.org/bicycle-plans/>

Interested parties may review the Draft Plans on Kern COG's website and contact Kern COG staff member Bob Snoddy to record comments. Comments may be E-mailed to: bsnoddy@kerncog.org or telephoned to 661-635- 2916. **Comments must be received no later than January 8, 2021.**

ACTION:

Information

Attachments: Executive summary of the Draft Low-Stress Bikeway Network in the Vicinity of the Bakersfield High-Speed Rail Station – Executive Summary of the Central Valley Passage Long-Distance Route - Executive Summary and the Draft Downtown Bakersfield Pedestrian Access to Transit Plan

Executive Summary

The arrival of high-speed rail to Bakersfield provides a powerful economic development opportunity for Bakersfield. The neighborhoods within a few miles of the proposed station may benefit with more business activity, more jobs, including resilient jobs in small businesses, greater public investment in amenities, and healthier and safer streets. Such an outcome is not guaranteed, however. Measures that support biking and walking to and from the station and in the vicinity of the station are integral to development that is successful at meeting these goals.

Supported by a Sustainable Transportation Planning grant and in collaboration with the Kern Council of Governments, the California Bicycle Coalition has developed recommendations to maximize the use of bikes, walking, and other active or low-impact mobility modes in order to most effectively support the health and economy of Bakersfield and other cities in the Central Valley. Our recommendations emphasize access to the proposed stations by and for residents of the most disadvantaged nearby neighborhoods, best practices in accommodating travelers who use bikes, and an attractive and safe inter-city route from Fresno to Bakersfield. This paper addresses the first point as it applies to Bakersfield: what is necessary to create safe and comfortable, “low-stress” access between the High Speed Rail station and key destinations within three miles from the station?

This study concludes with recommendations for safety improvements that will most effectively provide a network of routes that the vast majority of Bakersfield residents would consider safe enough to ride bikes on. If implemented fully, our recommendations will create unprecedented opportunities for Bakersfield residents -- including seniors, children, and the typical potential bicyclist who is ‘interested in biking but concerned’ about safety.

Our study uses a novel and sophisticated methodology to analyze the effect of specific improvements.

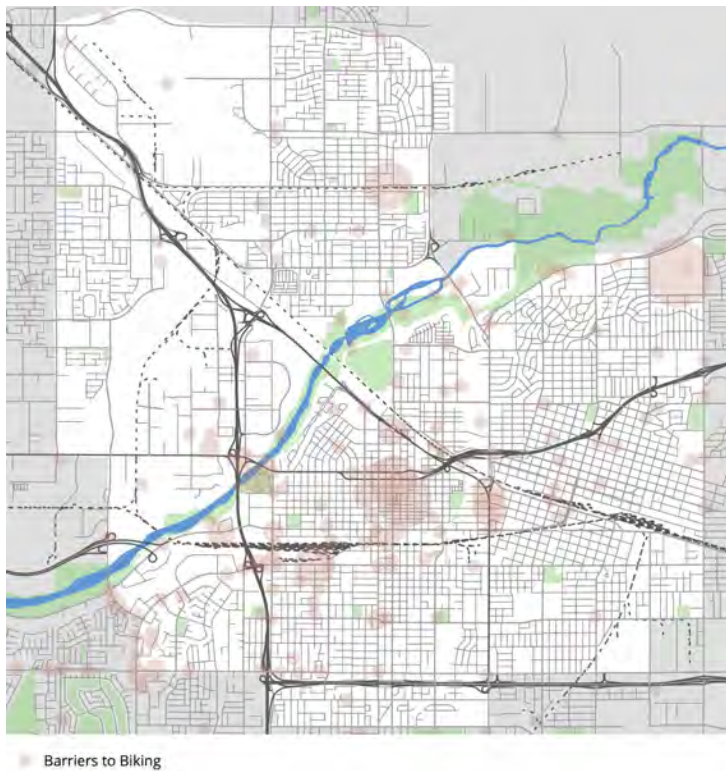
Methodology

The methodology, called the [Bicycle Network Analysis](#), relies on the truism that a connection between two points is only as strong as the weakest link. A typical trip in Bakersfield may involve three miles of low-stress residential streets or a bike path and a quarter-mile of frightening riding on narrow roads with fast traffic. The problem of “weak links” in a street network is devastating for the safe mobility of Bakersfield’s residents. Its impact is especially hard on disadvantaged populations, who are less likely to own cars due to income, age, or disability. By fixing specific weak links in Bakersfield’s street network, we can knit together a network of safe streets and provide mobility for everyone across the city. Our study reviews a number of potential improvements to specific weak links in the network and using Geographic Information Systems (GIS) analyzes precisely what destinations are newly accessible thanks to that improvement. It illustrates the “network effect” to show how fixing an intersection in one part of town can make a park or a shopping center or a school in another part of town vastly more accessible.

Community Outreach

In addition to the GIS analysis, our study relied on qualitative analysis of Bakersfield's street network as explained in hundreds of comments and conversations in an extensive outreach process. Because of the COVID-19 pandemic and shelter-in-place orders, we jettisoned the face-to-face engagement we had planned and switched primarily to digital or online outreach and engagement. The outreach plan utilized equitable and innovative strategies to engage residents that live, work, and travel within the project area, with a focus on populations of residents that are typically underserved and left out of community planning processes. It used strategies including coalition-building; paid survey administration; online survey administration with CBOs, public agencies, and neighborhood groups; and traditional media outreach including press releases on the project. The project staff addressed engagement barriers including language and culture, disability access, connectivity to internet or digital tools, socioeconomic status, and the barriers to in-person outreach resulting from the COVID-19 pandemic.

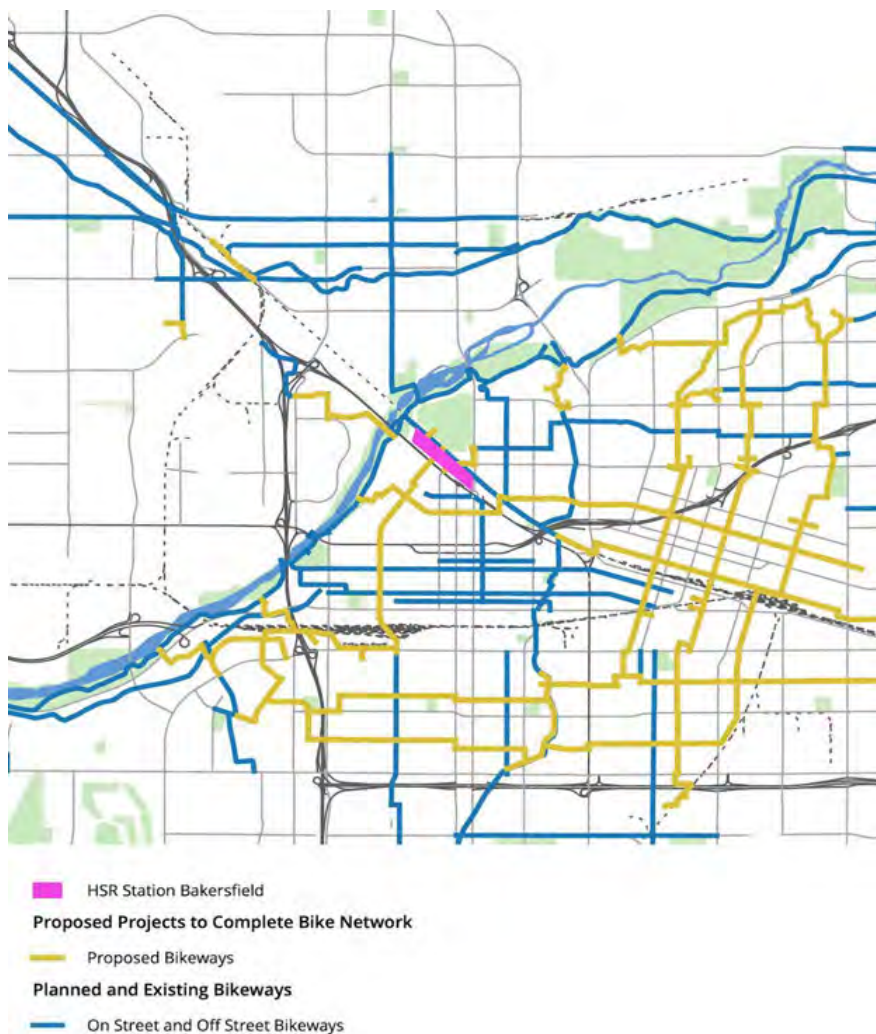
Residents shared their travel routines, perceptions of biking in Bakersfield, and what they needed to make biking a pleasant, safe, and frequent mode of travel. Residents also located their top three barriers to biking in the project area.



Planning Area Map and Community Identified Barriers to Biking

Summary of Recommendations

1. Build out Kern ATP Network Projects deemed Low Stress first
2. Ensure all intersections are also low stress when building bike network
3. Build out network quickly using quick-build strategies and implement best practices as funding becomes available
4. Build network out in order of positive impact on connectivity
5. Update street design guidelines and standards to meet low-stress qualifications as needed



The Proposed Bakersfield Low Stress Network



EXECUTIVE SUMMARY

This plan suggests improvements to the pedestrian environment in Bakersfield to increase connectivity to planned and existing transit. It builds off of the existing Bicycle and Pedestrian Safety Plan (2020), Kern Region Active Transportation Plan (2018), and Downtown Vision Plan (2018), focusing on pedestrian conditions within a ½ mile radius of the existing Amtrak station, the planned High-Speed Rail (HSR) station, and the planned bus rapid transit (BRT) route with a focus on the Amtrak and HSR stations. By creating an environment that prioritizes active transportation over automobile travel, Bakersfield will reap environmental, economic, and public safety benefits.

PLAN CONTENTS

- Analysis of existing pedestrian conditions surrounding planned and existing transit
- Summary of existing relevant plans
- Key findings and needs for improvements
- Best practices
- Recommendations on specific sites and corridors
- Next steps and implementation

SITE RECOMMENDATIONS

In addition to providing general recommendations, this plan offers a set of recommendations for six specific sites and corridors:

- Garces Circle
- Amtrak Station
- F Street and Golden State Avenue
- Chester Avenue from Kern River to 23rd Street
- California Avenue from K Street to Union Avenue
- Truxtun Avenue from Chester Avenue to Sonora Street

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

Kern COG – Virtual Meeting Via GoToMeeting
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA

Wednesday
February 3, 2021
10:00 A.M.

*On March 17, 2020 Governor Newsom issued [Executive Order, N-29-20](#). This order removes the requirement that a location be made available for the public to gather for purposes of observing and commenting at the meeting.

**OUT OF AN ABUNDANCE OF CAUTION REGARDING THE COVID-19 VIRUS, THE SCHEDULED
JANUARY 6, 2021 TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING AT 10:00
A.M. WILL BE HELD VIA TELECONFERENCE.
CALL-IN INFORMATION:**

<https://www.gotomeet.me/KernCOG/ttacmeeting>

**Dial +1 (786) 535-3211
Access Code: 269-963-557**

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) 635-2900. 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: Minutes from meeting of January 6, 2021.

IV. 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (Stramaglia)

Comment: Every two years in the odd-numbered year, regional transportation planning agencies are to submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission for their approval in December of the same odd-numbered year.

Action: Information.

V. KCOG PROJECT DELIVERY POLICY AND PROCEDURES UPDATE (Stramaglia)

Comment: The KCOG Project Delivery Policy and Procedures document (Policy) will be updated to require the annual status reporting of TDA Article 3 projects not yet advanced.

Action: Information.

VI. MOBILITY INNOVATIONS AND INCENTIVES (Urata)

Comment: To help meet more stringent air standards, Kern COG promotes early deployment of alternative fuel vehicle technologies such as plug-in electric vehicles (EVs) and compressed natural gas-fueled vehicles. This report provides staff activity information and provides funding information.

Action: Information.

VII. PHASE 1 - KERN AREA REGIONAL GOODS-MOVEMENT OPERATIONS (KARGO) SUSTAINABILITY STUDY (Ball)

Comment: This study provides suggested updates to the region's goods movement strategies and transportation circulation in the Bakersfield, Shafter and surrounding County areas to better protect local communities and is available online at <https://www.kerncog.org/goods-movement/>.

Action: Recommend to the Transportation Planning Policy Committee to Receive and File.

VIII. APPROVAL: 2018 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT NO. 1; 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP); AND CORRESPONDING CONFORMITY ANALYSIS (Pacheco)

Comment: The Draft 2018 RTP Amendment No. 1, Draft 2021 FTIP, and corresponding Conformity Analysis 30-day public review period closed on January 22, 2021. A summary response to comments has been prepared. All documents are available on the Kern COG website at www.kerncog.org.

Action: Recommend approval of the 2018 Regional Transportation Plan Amendment No. 1, 2021 Federal Transportation Improvement Program, and corresponding Conformity Analysis to the Transportation Planning Policy Committee.

IX. PROJECT DELIVERY LETTERS – ATP, CMAQ, RSTP (Pacheco)

Comments: Presentation of project delivery letters for Active Transportation Program (ATP), Congestion Mitigation Air Quality (CMAQ) Program, and Regional Surface Transportation Program (RSTP). 23 projects have not yet been submitted for funding authorization representing \$24.7 million in federal/state programming.

Action: Information.

X. HIGHWAY INFRASTRUCTURE PROGRAM – STATUS UPDATE (Pacheco)

Comment: Kern COG staff will provide a Highway Infrastructure Program status update.

Action: TTAC discussion and direction to Kern COG staff.

XI. ANNOUNCEMENTS

XII. MEMBER ITEMS

XIII. ADJOURNMENT - The next meeting will be held on March 3, 2021.

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

KERN COG BOARD ROOM/GO TO MEETING
1401 19th Street, Suite 300
BAKERSFIELD, CALIFORNIA

Wednesday
January 6, 2021
10:00A.M.

Chairman Schlosser called the meeting to order at approximately 10:02 a.m. A roll call was conducted by Ms. Invina for attendance.

I. ROLL CALL

MEMBERS PRESENT:

Lorena Mendibles	Caltrans
Christine Viterelli	City of Arvin
Stuart Patteson	City of Bakersfield
Shawn Monk	California City
Ed Galero	City of Delano
Bard Lower	City of Ridgecrest
Alex Gonzalez	City of Shafter
Jay Schlosser	City of Tehachapi
Kameron Arnold	City of Wasco
Bob Neath	County of Kern
Steve Barnes	GET
Joe West	NOR/CTSA

OTHER:

Ryan Starbuck	Bakersfield
Catherine Carr	Caltrans
Lupita Mendoza	Caltrans
Yolanda Alcantar	Kern County
Asha Chandy	Bike Bakersfield
Forest Barnes	CalBike
Rosy Doud	CalBike

STAFF:

Ahron Hakimi
Becky Napier
Rob Ball
Bob Snoddy
Linda Urata
Raquel Pacheco
Veronica McCulloch
Rochelle Invina
Joe Stramaglia
Ed Flickinger
Linda Urata

- 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.

Chairman Schlosser asked for public comments. There were none.

III. **APPROVAL OF DISCUSSION SUMMARY: Minutes from meeting of November 4, 2020.**

Chairman Schlosser asked if there were any public comments regarding the minutes. There were none. Mr. Patteson made a motion to approve, Mr. Lower seconded. Ms. McCulloch performed a roll call for the vote, and motion carried unanimously with a roll call vote.

IV. **PUBLIC REVIEW: DRAFT 2018 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT NO. 1; DRAFT 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP); AND CORRESPONDING DRAFT CONFORMITY ANALYSIS**

Ms. Pacheco informed the committee that a concurrent 30-day public review period is being held for the Draft 2018 Regional Transportation Plan Amendment No. 1, the Draft 2021 Federal Transportation Improvement Program, and the Draft Conformity Analysis. All draft documents are available on the Kern COG website. A summary of public comments received will be incorporated into the final documentation as appropriate. A virtual workshop on January 13th at 10:00 AM will include a presentation of the PowerPoint slides available on the Kern COG website but more importantly will be an opportunity for the public to ask questions. Workshop link and call-in information is available on the Kern COG website. Comments are due by 5:00 PM January 22nd.

This item was for information only. There were no comments.

V. **PROJECT STATUS REPORT**

Ms. Pacheco informed the committee this is a project status report regarding project revisions approved over the past several months. Items 1 through 4 include projects that have been discussed at previous TTAC meetings. These updates are provided to inform the TTAC of the related project delivery progress.

Item 5 is a new item that includes a CMAQ project cost savings of about \$1.1 million that was approved on December 14th. There are no projects available to advance in the Federal Transportation Improvement Program at this time. There may be an opportunity for CMAQ Contingency projects to advance after the 2021 Federal Transportation Improvement Program has been approved in April 2021.

As a reminder and as discussed at the November TTAC meeting, project delivery letters for Active Transportation Program, Congestion Mitigation Air Quality Program, and Regional Surface Transportation Program projects are due by January 15th. I will email the TTAC a reminder this afternoon.

This item is for information only.

Chairman Schlosser reminded TTAC members to be prepared to give a project status report at the February TTAC meeting if submitting a project delivery letter.

VI. **FEDERAL SAFETY PERFORMANCE MEASUREMENT (PM1) "TOWARD ZERO" 2021 TARGET UPDATE**

Mr. Ball presented this item for Mr. Flickinger. The Federal Spending Bill requires to track three performance measures. Mr. Ball reviewed the presentation included in the staff report which included bike and pedestrian accidents. He mentioned five programs that are available to member agencies to improve safety which includes the Highway Safety and Improvement Program (HSIP).

Mr. Monk asked if Bike Bakersfield will be doing any Bike Safety events. Ms. Parra mentioned their online programs. Ms. Chandy added they are working on YouTube videos and will be uploaded, and can schedule Facebook live sessions.

The action requested is that the Transportation Technical Advisory Committee recommend that the Transportation Planning Policy Committee approve the 2021 Kern "Toward Zero" safety targets consistent with federal methodology and direct staff to work with member agencies and stakeholders to develop projects that will accelerate attainment of the targets.

Mr. Patteson made a motion to approve, Mr. Monk seconded. Ms. McCulloch performed a roll call for the vote, and motion carried unanimously with a roll call vote.

VII. FEDERAL BRIDGE AND PAVEMENT CONDITION PERFORMANCE MEASUREMENT TARGET REQUIREMENT

Mr. Ball presented this item for Mr. Flickinger. He presented the report on the bridge and pavement condition for jurisdictions that have National Highway System (NHS) mileage which include Kern, Bakersfield, Shafter and Caltrans.

Mr. Lower mentioned that the City of Ridgecrest has a mile long of National Highway within the City. Mr. Ball said the TPPC staff report will reflect the corrections to the jurisdiction list and will include Ridgecrest and California City.

This item was for information only.

VIII. AUTHORIZATION TO AWARD CONTRACT – LOCAL ROADS SAFETY PLANS

Mr. Stramaglia presented this report for Mr. Flickinger. A proposed contract for \$562,833.59 with TJKM to prepare Local Road Safety Plans for Arvin, Bakersfield, California City, Delano, Maricopa, Shafter, Taft, Tehachapi, and Wasco. Kern COG will be managing the contracts and the HSIP applications. An MOU was signed in August.

Staff requests the committee to Recommend to Transportation Planning Policy Committee to approve contract award. Chairman Schlosser reminded the participating cities that they are committing to require the match component.

Mr. Patteson made a motion to approve, Mr. Galero seconded. Mr. Lower abstained. Ms. McCulloch performed a roll call for the vote, and motion carried with ten ayes and 1 abstention.

IX. JANUARY TDA PUBLIC TRANSIT CLAIMS FOR THE CITY OF MARICOPA

Mr. Snoddy presented the TDA claims for Maricopa.

Staff requests the committee review TDA Public Transit claims and Streets and Roads claims received by December 18, 2020, for \$42,941 and recommend approval to the Transportation Planning Policy Committee.

Mr. Lower made a motion to approve, Mr. Monk seconded. Ms. McCulloch performed a roll call for the vote, and motion carried unanimously with a roll call vote.

X. DRAFT LOW-STRESS BIKEWAY NETWORK ACTIVE TRANSPORTATION CONNECTIVITY PLANNING AND DOWNTOWN HSR STATION PEDESTRIAN ACCESS PLANS

Mr. Snoddy reminded the Draft Plans are available on the Kern COG website (www.kerncog.org) and comments are due to him by January 8, 2021. He introduced Forest Barnes and Rosy Doud of California Bicycle Coalition (CalBike) who provided a presentation. Asha Chandy of Bike Bakersfield presented. The

project outcomes and reports included: Central Valley Passage Long Distance Route Proposal, Central Valley High Speed Rail Station Parking Plan (Bakersfield, Fresno, and Merced), Bakersfield Station Area Pedestrian Plan (Bakersfield, Fresno, and Merced), and High-Speed Rail Station Area Low Stress Bike Network Plan (Bakersfield, Fresno, and Merced). The presentation slides and documents were made available to download.

Mr. Monk asked if there was any long-term bicycle planning in East Kern and Mr. Barnes encourage a full-on planning study for the East Kern and to wait for the HSR to complete their plan to review the complete network. Mr. Monk also asked about a CSUB connection and Mr. Barnes explained the Kern River Bike Trail includes connection to CSUB. Mr. Patteson also thanked CalBike for their work on the comprehensive study and stated the study will benefit future grants and planning studies. Ms. Parra asked for clarification on the RFQ and vendors and Mr. Barnes provided details. Mr. Schlosser thanked the CalBike team and reminded the committee to review the plans.

XI. **ANNOUNCEMENTS**

Mr. Snoddy reminded the Caltrans Community Sustainable grant application forms are available online and there is a January 21st Caltrans District 6 workshop for this grant program. February 12th is the grant application deadline and Kern COG is applying for two grants. Low Carbon Operators Program (LCTOP) call for projects is next month, please contact Mr. Snoddy for project details.

Ms. Mendibles reminded the committee to participate and share the information on the virtual workshop on January 21st.

Ms. Invina stated Kern COG is promoting a free webinar, First Responder Training on electric vehicles for Police, Fire, Forest Service personnel on January 20, 1:30pm. Please contact Ms. Urata for more information. In addition, in lieu of TRANSITions 2021 in person Transit Symposium, Kern COG will host a series of webinars. January 21st will be a Site Tour of GreenPower Motor Company in Porterville. January 28th is scheduled to be a Site Tour of public charging stations and transit from the City of Porterville. Ms. Urata will send out an email with the details.

XII. **MEMBER ITEMS**

Mr. Lower announced his retirement for April 1, 2021.

XIII. **ADJOURNMENT – The meeting adjourned at 11:15 A.M.** The next meeting will be held on February 3, 2021.



IV. TTAC

February 3, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Joseph Stramaglia,
Project Delivery Team Lead

SUBJECT: TTAC AGENDA ITEM: IV
2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

DESCRIPTION:

Every two years in the odd-numbered year, regional transportation planning agencies are to submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission for their approval in December of the same odd-numbered year.

DISCUSSION:

The California Transportation Commission (CTC) will initiate the 2022 Regional Transportation Improvement Program (2022 RTIP) process at their January 27– 28, 2021 meeting to develop a statewide 2022 State Transportation Improvement Program (2022 STIP) for projects of regional significance. The general order of this process is 1) CTC develops a statewide 5-Year regional share fund estimate; 2) CTC updates 2022 STIP guidelines; 3) regions submit RTIP's; and 4) the CTC consolidates RTIP's and approves the 2022 STIP.

Tentative - 2022 Regional Transportation Improvement Program Schedule		
January 2021	CTC	Adopt 2022 STIP Fund Estimate Schedule
March 2021	CTC	Present Fund Estimate Assumptions to Commissioners
May 2021	CTC	Adopt Fund Estimate Assumptions
June 2021	CTC	Present Draft Fund Estimate
June 2021	KCOG	Regional Workshop
August 2021	CTC	Adopt Statewide Fund Estimate and Guidelines
August 2021	KCOG	Regional Workshop
September 2021	KCOG	Circulate Adm. Draft 2020 RTIP
October 2021	KCOG	Circulate Draft 2020 RTIP
November 2021	KCOG	Regional Adoption of 2022 RTIP
December 2021	KCOG	Submit 2022 RTIP to the CTC by December 15, 2021
February 2022	CTC	Conduct Southern/Northern California Public Hearing
March 2022	CTC	CTC will circulate staff recommendation for 2022 STIP
April 2022	CTC	Approve final 2022 STIP

The process for the region is to 1) establish new programming capacity defined by the state's fund estimate; 2) assess current regional project needs including cost estimate updates; 3) develop a proposed program of projects; and 4) regionally adopt the 2022 RTIP for submission to the CTC by December 15, 2021.

Current 2020 STIP as Adopted - Kern COG projects in the current 2020 State Transportation Improvement Program include highway capacity projects on State Routes 14, 46 and 58. It must be noted that specific regional actions from the 2020 RTIP cycle affect how the 2022 RTIP cycle program of project recommendations is developed. First, because there was no new funding capacity for the 2020 RTIP cycle, a regional decision of note was to defer \$30 million from a Caltrans partnership project at State Route 58 and 99 in order to advance construction of the final phase of State Route 46 widening project near Interstate 5. Because the 58 / 99 auxiliary lane project was deferred, it was also removed from the STIP. It is the region's intent that RTIP funding be used to supplement other state construction funding in the State Highway Operations Protection Program (SHOPP). It is staff's intention to restore this programming if there is funding capacity to do so and if Caltrans is advancing the design of the auxiliary lane.

The second important action of note taken during the 2020 RTIP cycle was to elevate the need for truck climbing lanes on State Route 58 east of Bakersfield. It is the region's intent that this project will also become a SHOPP project. However, the RTIP process could play a future role in advancing pre-construction phases to develop the project. Significant coordination with Caltrans will be required for both the auxiliary lane and truck-climbing lane projects. The third important action that the Board approved was on State Route 14, the Freeman Gulch widening project, which came to a stand-still when Caltrans was unable to offer its 40% of funding for these partnership projects with Inyo and Mono County. As a result, the Kern COG Board agreed with staff that the Freeman Gulch projects for segments 2 or 3 could not advance without the Caltrans funding partnership intact.

These projects are part of the 2020 State Transportation Improvement Program and reflected in a recent CTC document called the 2020 Report of STIP Balances County and Interregional Shares, or, the 2020 Orange Book. This publication presents current programming for regions statewide including the status of any allocation or other project activity. Attachment A of this report includes the report pages with Kern activity listed. This information will be the point of beginning for establishing the proposed regional Capital Improvement Program which will be developed over the next several months. The table below provides construction status of projects from either the 2018 STIP, the 2020 STIP, or both.

SR 14 Freeman Gulch	Segment 2 - this project is currently in the design phase but is shelved
SR 46 Widen Seg 4A	Construction was completed in 2020
SR 46 Widen Seg 4B	This project is starting the construction phase this year
SR 46 Widen Seg 4C	This project is scheduled for construction in 2022
SR 58 Centennial	Centennial Corridor – Mainline: this project is under construction
SR 58 & 99 Aux Lane	This is a Caltrans partnership project which was temporarily shelved
SR 58 Climbing Lanes	This is a Caltrans partnership project not yet introduced to the STIP

2020 STIP funding – It is important to recap that the adopted Fund Estimate established for the 2020 STIP cycle did not provide new programming for the regions in the outer two years of programming. As a result, regions were not able to advance new phases of work for projects already in progress. For Kern, the Board approved the decision to move \$30 million of existing programming from Metropolitan Bakersfield out to the State Route 46 widening project that was in progress and in need of final funding to secure construction. This transfer of programming was at the core of the Kern 2020 RTIP cycle.

Update of Kern COG Project Delivery Policies and Procedures – In March of 2019, the Kern COG Board adopted the latest version of the Kern COG Project Delivery Policies and Procedures document which included updates to Chapters 1, 2 and 3. Chapter 3 focuses on the Regional Transportation Improvement Program process. The purpose of the update was to bring the Kern COG document to be more in alignment with recently adopted State Transportation Improvement Program Guidelines as adopted by the California Transportation Commission. At the heart of the update was the need to review and update performance measure requirements in the Kern COG policy document that not only are more consistent with the latest STIP process but more competitive for the many other discretionary transportation programs. Once completed in March 2019, the Transportation Technical Advisory Committee advised Kern COG staff that a new call for RTIP projects would not be initiated due to the lack of RTIP funding going forward. They did not feel that the required effort was commensurate with the available funding. This issue will be revisited during the 2022 RTIP cycle.

Action: Information.

Enclosures: Attachment A: 2020 CTC Orange Book - Kern

2020 SUMMARY OF STIP COUNTY SHARE

Does Not Include ITIP Interregional Shares (See Separate Listing)
(\$1,000's)

Total County Share, June 30, 2019 (from 2019 Report)	106,546
Adjustment for 2017-18 and 2018-19 lapses	0
Less 2018-19 Allocations and closed projects	(13,994)
Less Projects Lapsed, July 1, 2019-June 30, 2020	0
2020 STIP Fund Estimate Formula Distribution	16,758
Total County Share, June 30, 2020	109,310

Kern

Agency	Rte	PKNO	Project	Ext	Del.	Voted	Total	Prior	Project Totals by Fiscal Year					Project Totals by Component									
									20-21	21022	22-23	23-24	24-25	R/W	Const	E & P	PS&E	R/W Sup	Con Sup				
Highway Projects:																							
Caltrans	46	3412	Wasco-Jumper Av. 4 lane, env			close	2,070	2,070	0	0	0	0	0	0	0	2,070	0	0	0	0			
Caltrans	58	3482	Tehachapi Dennison Rd interchange			close	1,636	1,636	0	0	0	0	0	0	0	0	648	988	0	0	0		
Bakersfield	loc	3705A	RI 58-Westside Parkway Connection I/C PH2			delete	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bakersfield	cash	3705B	AB 3090 Reimbursement (Westside Pkwy-Ph1)(16S-07)			Jun-20	18,963	0	18,963	0	0	0	0	0	0	0	18,963	0	0	0	0	0	
Caltrans	14	8042B	Freeman Gulch widening-Segment 2 (RIP 40%)				1,960	1,960	0	0	0	0	0	0	0	0	0	0	1,960	0	0	0	
Caltrans	46	3386D	Widen to 4 lanes, Pavilion-e/o Lost Hills Rd. Seg 4B				5,400	0	5,400	0	0	0	0	0	0	0	960	3,500	0	0	340	600	
Caltrans	395	170	Olancho-Carriago 4-lane expressway (RIP 10%)				13,793	4,488	0	9,295	0	0	0	0	0	2,460	6,310	937	731	350	985	0	
Bakersfield	cash	3705B	AB 3090 Reimbursement (Westside Pkwy-Ph1)(16S-07)				37,927	0	18,964	18,963	0	0	0	0	0	0	37,927	0	0	0	0	0	
Caltrans	46	3386E	Widen 4 lns. Browns Material-Farnsworth, Seg 4C (SB1)				27,000	0	700	0	26,300	0	0	0	0	100	20,900	0	500	100	5,400	0	
Kern COG		6L03	Planning, programming, and monitoring				1,500	0	300	300	300	300	300	300	0	1,500	0	0	0	0	0	0	
			Subtotal, Highway Projects				110,249	10,164	25,363	28,569	45,563	300	300	300	3,540	91,100	3,655	4,179	790	5,985			
			Total Programmed or Voted since July 1, 2019				110,249																
Balance of STIP County Share, Kern																							
			Total County Share, June 30, 2020				109,310																
			Total Now Programmed or Voted Since July 1, 2019				110,249																
			Unprogrammed Share Balance				0																
			Share Balance Advanced or Overdrawn				939																



V.
TTAC

February 3, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Joseph Stramaglia,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: V
KCOG PROJECT DELIVERY POLICY AND PROCEDURES UPDATE

DESCRIPTION:

The KCOG Project Delivery Policy and Procedures document (Policy) will be updated to require the annual status reporting of TDA Article 3 projects not yet advanced.

DISCUSSION:

Last November, interest was expressed by the TTAC Chair and others, to add additional reporting requirements for the Transportation Development Act (TDA) Article 3 project delivery, concurrent with the requirement already in place for CMAQ and RSTP project delivery. The current Policy requires agencies to submit a letter to Kern COG explaining why they are late in submitting a federal-aid authorization request to Caltrans when not accomplished by the end of January. Each year, Kern COG staff requests project delivery letters be submitted in January for presentation to the TTAC and Board in February.

Kern COG staff updated the current Policy to require the submittal of a status letter in January for TDA Article 3 projects that have not yet been delivered. Kern COG staff currently conducts quarterly Project Accountability Team meetings each year to ensure that programmed federal-aid projects are advancing in a timely manner in order to not lose federal funding to the region. During these same meetings, TDA Article 3 funded projects are also listed and discussed. TDA programs are state funded and affected by different delivery rules. But the reporting of non-activity for TDA Article 3 projects in January of each year will provide additional transparency of delivery progress to the Board.

Staff is circulating the draft Policy update to both the TTAC and Kern COG Board in February as an information item. Comments should be sent to Kern COG no later than Thursday February 18, 2021 in order to develop a final draft for the March TTAC and Board meetings. Staff expects to request approval of the update at the March meeting.

Action: Information.

Attachment A: Draft KCOG Project Selection policy and Procedures Update



Kern Council of Governments
**PROJECT DELIVERY
POLICIES & PROCEDURES**

FINAL

Approved by Kern COG on November 15, 2012

Updated November 2013 – Chapter 2

Updated April 2014 – Chapter 6

Updated March 2015 – Chapter 7

Updated April 2015 – Chapter 6

Updated November 2016 – Chapter 5 & Appendix B

Updated March 2019 – Chapter 1, 2, 3

Updated March 2021 – Chapter 2

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CHAPTER 2

IMPLEMENTATION PROCEDURES OVERVIEW

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Project Delivery Policy and Timeline	2-2
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Background

On December 4, 2015, President Obama signed into law Public Law 114-94, the Fixing America’s Surface Transportation Act (FAST Act). The FAST Act funds surface transportation programs—including, but not limited to, Federal-aid highways—at over \$305 billion for fiscal years (FY) 2016 through 2020. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) administer the policies and programs of the FAST Act. The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The FAST Act builds on the changes made by MAP-21 and continues both the Regional Surface Transportation Program (RSTP) and Congestion Mitigation Air Quality (CMAQ) programs with the same flexibility to fund road (including road rehabilitation), pedestrian, bicycle, and transit projects. The federal Transportation Alternatives Program is included and has been transformed into the state Active Transportation Program (ATP) in California.

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Federal Requirements (FAST ACT) - STP, CMAQ, and Federal Transit Administration (FTA) funds (among other programs) must be obligated within 4 years of apportionment. Funds not obligated are lost to the state.

State Requirements (AB-1012) - RSTP and CMAQ funds must be obligated within 3 years of apportionment. Funds not obligated are lost to the region.

Regional Requirements - KCOG requires regional deadline requirements, including obligation, award and invoicing deadlines, to expedite project delivery and ensure funds are not lost to the region.

Project Delivery Policy and Timeline

The RSTP, CMAQ, and ATP programs, as well as other state and federal funds, are subject to regional project delivery policies. These policies are critical to ensure that the region is able to use its state and federally apportioned transportation funding in a timely manner. By meeting delivery targets, the region is able to maximize its use of federal-all funding on transportation projects. In addition, if the region is successful in meeting state mandated delivery deadlines, it may be rewarded with more transportation dollars.

State Legislation (AB-1012) established penalties for not delivering RSTP or CMAQ and other federal-aid projects within prescribed deadlines. KCOG, working with its partners, has imposed its own deadlines to ensure funds are not lost to the region. These delivery deadlines at the federal, state and regional levels are outlined below.

KCOG has established these deadlines for funding in the RSTP and CMAQ Programs to ensure timely project delivery against state and federal funding deadlines. This policy establishes rules for enforcing project deadlines for these funds under the MAP-21 transportation authorization act. 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, or de-obligation by the Federal Highway Administration (FHWA). There is no guarantee

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that funds are available once deprogrammed or de-obligated. The intent of this regional delivery policy is to ensure implementing agencies do not lose any funds because of a deadline and to provide maximum flexibility in solving potential problems in good faith. Figure 2-A on the next page summarizes the reporting procedures for implementation by KCOG staff to monitor and identify projects that fall behind schedule.

The Transportation Development Act (TDA) Program Article 3 Program is incorporated by reference into Figure 2-A with regards to the delivery of regionally approved improvements. TDA Article 3 projects are subject to the requirement to submit a letter to Kern COG during the Kern COG policies and procedures for the TDA program as described in Chapter 7 of this document. Chapter 7 reflects the established and required process for the Article 3 program project selection and delivery process which is a sub-set of the entire TDA program. Approved Article 3 projects are to be included and discussed at the quarterly project accountability team meetings. Additionally, a time limit is already established and described in Chapter 7 of this document to advance TDA Article 3 projects that receive funding approval through Kern COG. That policy is repeated below:

Time Limitation - Projects approved for funding in one fiscal year shall be considered void if construction is not started by the end of the following fiscal year. Funds allocated within the Local Transportation Fund and those disbursed to a claimant's local treasury shall then be returned or refunded to the unallocated pedestrian/bikeway reserve account for reallocation during the next program funding cycle.

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FIGURE 2-A: PROJECT DELIVERY TIMELINE

FFY Oct 1 to Sep 30	Description of Action Required
FOR PROJECTS NOT YET APPROVED FOR E-76 IN SAME YEAR AS PROGRAMMING YEAR	
October 1 to January 1	Project Lead ready to submit Request for Authorization to CT Office of Local Assistance (OLA)
January 1 to January 31	Lead agency submits Request for Authorization to CT OLA
February 1 to February 30	Lead agency reports in writing to KCOG / TTAC / TPPC on revised submittal schedule
March 1 to March 31	Lead agency to receive authorization to proceed (E-76) from Caltrans OLA
March 1 to March 31	KCOG develops and submits action plan to project delivery team and KCOG Board
April 1 to June 30	KCOG Project Delivery Team to follow up on delivery commitments and agree on action plan for Board consideration including the acceleration of other programmed projects and replacement proposals
<p><i>Important Note: Formal FTIP amendments are no longer available at predictable points in time due to air quality conformity requirements and federal financial constraint programming limitations. Project replacement solutions involving formal amendments require more time than what remains in a given federal fiscal year. Projects proposed for acceleration should rely on the "Expedited Project Selection Procedure" process, already in place, which allows for project delivery within the federal triennial element of the FTIP.</i></p>	
FOR PROJECTS WITH APPROVED E-76 BUT NO CONTRACT AWARDED WITHIN 90-DAY PERIOD FOLLOWING E-76	
No Activity for 6 mo.	Agency Letter to Caltrans Office of Local Assistance and copy to KCOG
No Activity for 12 mo.	Subject to Caltrans inactive Invoice Review and Action
No response beyond 12 mo.	Subject to FHWA de-obligation after 12 months of inactivity
FOR PROJECTS WITH APPROVED E-76, AWARDED, STARTED BUT NO INVOICING ACTIVITY FOR MORE THAN 6 MONTHS	
No Activity for 6 mo.	Lead Agency letter to Caltrans Office of Local Assistance and copy to KCOG
No Activity for 12 mo.	Subject to Caltrans inactive Invoice Review and Action
No activity beyond 12 mo.	Subject to FHWA de-obligation after 12 months of inactivity
FOR PROJECTS WITH APPROVED E-76, CONTRACT AWARDED, WORK COMPLETED - BUT NO FINAL REPORT	
No Activity for 3 mos. or more	Agency Letter to KCOG
<p><i>Important Note: The final report phase is necessary to close out the reimbursement account. Non-compliance to comply with final report deadlines may result in the state requesting full reimbursement for the obligated phase. Funding already encumbered would be lost both to the region and to the state.</i></p>	
FOR PROJECTS REQUIRING CTC ALLOCATION VOTES	
<p>This process must occur in same year as programmed – Projects using RIP, IIP or ATP are subject to CTC allocation votes as outlined in the CTC approved STIP Guidelines. ATP projects are included in this category. Procedures above should include the additional reporting to both KCOG and the CTC as specified below.</p>	
No CTC vote request by March 1	Submit request for extension
No contract award for 6 mos.	Submit request for extension
POST - FTIP ADJUSTMENTS –PROJECTS WITH UNUSED PROGRAMMING OR IN NEED OF ADDITIONAL REIMBURSEMENT	
<p>All post FTIP adjustments are at the discretion of the Caltrans Office of Local Assistance or Federal Transit Administration.</p>	
<p>First priority for post FTIP adjustments –The implementing agency should first try to use or manage variations in cost.</p>	
<p>Second priority for post FTIP adjustments – Notify TTAC members and project delivery staff of availability of obligation authority from an encumbered project ready for final invoicing and project closeout.</p>	
<p>All post FTIP adjustments are subject to procedural limitations set by the Caltrans Office of Local Assistance, Federal Transit Administration and the Federal Highways Administration.</p>	

Implementation Procedures

KCOG staff regularly reports to the Transportation Technical Advisory Committee (TTAC) and Transportation Planning and Policy Committee (TPPC) on an annual basis of project delivery status for all projects identified in the Federal Transportation Improvement Program. Communication of project status requires the active participation of project managers and KCOG staff on a regular basis. In order to effectively administrate this project delivery policy, there is a need to gather project delivery information on a quarterly or possibly a monthly (ongoing) basis. To that end, KCOG staff shall develop a database application that supports a checklist and date completed database for all active federal-aid projects. This database will house analysis data; deadline information for use in comparing target dates to actual dates indicated for project delivery accomplishments. Should there be ongoing issues with the advancement of a project, KCOG staff will advise the TTAC and the TPPC of the issues surrounding project delays, require additional written information on the status and commitments from the implementing agency and whether there is an opportunity to redirect programming to another project. Directing the attention of the TTAC and TPPC to projects that have fallen behind will increase lead agency accountability and improve project delivery countywide.

General Policy

KCOG has established deadlines for funding in the RSTP, CMAQ, Active Transportation Program (ATP) and other federal-aid transportation programs to ensure timely project delivery against state and federal funding deadlines. This document establishes a regional policy for enforcing project funding deadlines and project substitutions for these state and federal funds.

Projects in each federal-aid program are chosen based on eligibility, project merit, and deliverability within the established deadlines. It is the responsibility of the implementing agency at the time of programming, to ensure that regional deadlines and provisions of the project delivery policy can be met. KCOG staff will actively monitor and report the obligation status of projects to the TTAC and TPPC. KCOG staff will monitor project delivery and report issues as they arise and make recommendations to the TTAC and TPPC as necessary.

KCOG and the implementing agency or partnering agencies may determine that circumstances may justify changes to project programming as reflected in the currently approved TIP. These revisions, or amendments, are not routine. KCOG staff reviews all amendment proposals before the KCOG Board considers any formal actions on program amendments. All changes must follow KCOG's Public Involvement Process and Federal Air Quality Procedures and Conformity Protocol. Changes must be consistent with the Regional Transportation Plan (RTP), must not adversely affect the expeditious implementation of Transportation Control Measures (TCMs), must not negatively impact the deliverability of other projects in the regional programs, and must not affect the conformity finding in the FTIP.

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In selecting projects to receive redirected funding, the KCOG Board may use existing lists of projects that did not receive funding in past programming exercises, or direct the funds to agencies with proven on-time project delivery, or could identify other projects with merit to receive the funding, or retain the funding for future programming cycles. 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.

Project Cost Savings/Reductions in Scope/Project Failures

From time to time projects may be completed at a lower cost than anticipated, or have a minor reduction in scope resulting in a lower project cost, or may not proceed to implementation. In such circumstances, the implementing agency shall notify KCOG and Caltrans within a timely manner, that the funds resulting from these 'project savings' will not be used. Project savings accrued prior to the established obligation deadline may be available for redirection within the program of origin. Savings within the formula based programs, such as county guaranteed funding returned to counties based on a population share, may be available for redirection by KCOG within the formula program. For all programs, the projects using the redirected savings prior to the obligation deadline must still obligate the funds within the original deadline. Project savings or unused funding realized after the obligation deadline return to KCOG. Any funds that have been obligated but remain unused will be de-obligated from the project and returned to the KCOG Board for redirection.

Project Advances

Obligations for funds advanced from future years of the FTIP will be permitted only upon the availability of surplus Obligation Authority (OA) and State Budget Authority (SBA) in a particular year, with current programmed projects that have met the delivery deadlines having priority for OA in a given year. Advanced obligations will be based on the availability of OA and will only be considered between May 1 and August 15 of each year. Obligation requests for surplus OA funds must be submitted no later than June 30; however, requests submitted by May 1st have a better chance of being obligated. Implementing agencies wishing to advance projects may instead request Advance Construction (AC) authorization from Caltrans (or pre-award authority from the FTA) to proceed with the project using local funds until OA becomes available.

Specific Policy Provisions

Projects selected to receive RSTP or CMAQ funding must have a demonstrated ability to use the funds within the established regional, state and federal deadlines. This criterion will be used for selecting projects for funding, and for placement of funding in a particular year of the FTIP. It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional delivery

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policy can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of the programmed funds against regional, state and federal deadlines, and to report any potential difficulties in meeting these deadlines, (or difficulties in meeting the provisions of the regional delivery policy) to KCOG, Caltrans and partnering agencies within a timely manner, to seek solutions to potential problems well in advance of potential delivery failure or permanent loss of funding. Specific provisions of the Project Delivery Policies and Procedures are as follow:

- **Funds to be Obligated/Transferred in the Fiscal Year Programmed in the FTIP:** RSTP and CMAQ funds are to be programmed, up to the apportionment level for that fiscal year, in the FTIP within the fiscal year in which the funds are to be obligated by FHWA or transferred to FTA, similar to the programming of the State Transportation Improvement Program (STIP.) This will improve the overall management of federal OA within the region and improve the likelihood that OA and SBA will be available for projects that are programmed in a particular fiscal year.
- **Field Reviews:** Implementing agencies are required to request a field review within 6 months of KCOG's approval of the project in the FTIP for federal-aid projects receiving funding through the RSTP and CMAQ programs that are subject to AB-1012 or regional obligation deadlines. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable (such as FTA transfers, regional customer service projects and planning activities). Failure for an implementing agency to make a good-faith effort in scheduling and/or obtaining a field review from Caltrans Local Assistance within six months of programming into the FTIP may result in the funding being subject to reprogramming.
- **Complete Environmental Submittal to Caltrans 12 months prior to Obligation Deadline:** Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined Programmatic Categorical Exemption as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic period for projects to progress from the field review through the environmental and design process, to the right of way or construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being subject to reprogramming. The requirement does not apply to FTA transfers, regional customer service projects or planning activities.
- **Obligation/Submittal Deadlines:** Projects selected to receive RSTP, CMAQ and ATP funding must demonstrate their ability to obligate programmed funds by the established obligation deadline. Implementing agencies are responsible for delivering projects in the programming year of the TIP based on their original year requested. The implementing agency is responsible for meeting benchmark delivery deadlines.

Chapter 2: Implementation Procedures Overview

Within KCOG-administered programs, implementing agencies may adjust programming up until April 1st of the programmed year, swapping funds to a ready project in order to utilize all of the programming capacity, subject to available OA. The substituted project(s) must still obligate the funds within the original funding deadline.

RSTP, CMAQ and ATP funds programmed in the FTIP are subject to an obligation/FTA transfer deadline of June 30 of the programmed fiscal year. Implementing agencies are required to submit the complete request for obligation or FTA transfer to Caltrans Local Assistance by April 1 of the fiscal year programmed in the FTIP, and receive an obligation/FTA transfer of the funds by June 30 the fiscal year programmed in the FTIP.

February 1 - Regional Submittal Deadline: Complete package submittals received by February 1 of the fiscal year programmed in the FTIP will receive first priority for obligations against available OA.

February 2 - April 30: Projects submitted during this timeframe are subject to deprogramming. If OA is still available, these projects may receive OA if obligated by April 30. If OA is limited, these projects would compete for OA with projects advanced from the following fiscal year on a first come-first serve basis. Projects with funds to be advanced from future years must request the advance prior to April 30, in order to receive the funds within that federal fiscal year.

April 30 - Regional Obligation Deadline: 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. No extensions of this deadline will be granted. Projects seeking advanced obligations against funds from future years, must request the advance prior to April 30, in order to receive the funds within that federal fiscal year. The obligation deadline may not be extended. The funds must be obligated by the established deadline or they will be de-programmed from the project and redirected by KCOG to a project that can use the funds in a timely manner.

Encumbrance/Liquidation/Project Close-Out Deadlines

RSTP, CMAQ and ATP funds must be encumbered by an approved State funding agreement within one state fiscal year after the fiscal year of obligation. Furthermore, the funds must be fully liquidated (expended, invoiced and reimbursed), within four state fiscal years after the fiscal year in which the funds were obligated, and the project must be accepted and closed out within five state fiscal years after the fiscal year in which the funds were obligated. The provisions listed below are required in order to ensure no funds are lost after obligation. Failure to meet these requirements will result in the potential loss of funding for reimbursement of incurred project costs.

- Funds must be encumbered within one state fiscal year following the fiscal year in which the funds were obligated (encumbrance is approval of a funding agreement with the state). This requirement does not apply to FTA transfers.

Chapter 2: Implementation Procedures Overview

- Construction/Equipment Purchase contract must be awarded within six months following the fiscal year in which the construction funds were obligated (this requirement does not apply to FTA transfers).
- Funds must be liquidated (expended, invoiced and reimbursed) within four state fiscal years following the fiscal year in which the funds were obligated (this requirement does not apply to FTA transfers).
- Project must be accepted and closed out within six months of the last expenditure, or within five state fiscal years following the fiscal year in which the funds were obligated, whichever occurs first (this requirement does not apply to FTA transfers).
- For FTA projects, funds must be approved/awarded in an FTA Grant within one state fiscal year following the fiscal year in which the funds were transferred to FTA.

Funds that miss the encumbrance, liquidation/project close out deadlines are subject to de-obligation if not re-appropriated by the State Legislature, or extended (for one year) in a Cooperative Work Agreement (CWA) with the California Department of Finance.

Inactive Projects

Most projects can be completed well within the state's seven-year deadline for project closeout. Yet it is viewed negatively by both FHWA and the California Department of Finance for projects to remain inactive for more than 12 months. It is expected that funds for completed phases will be invoiced within a reasonable time of completion of work for the phase, and projects will be closed out within a reasonable time following project completion. Implementing agencies that have projects that have not been closed out within 6 months of final expenditure, or have projects that remain inactive for more than 12 months, regardless of federal fund source, will have future OA limited for subsequent projects, and/or have restrictions on future programming.

The intent of this regional delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. KCOG has purposefully established regional deadlines in advance of state deadlines, to provide the opportunity for implementing agencies, Caltrans, other partnering agencies and KCOG to solve potential problems and bring the project back on-line in advance of losing funding due to a missed state deadline. Although the policy is limited to the RSTP and CMAQ funds managed by KCOG, the state deadlines cited apply to all federal-aid funds administered by the state. Implementing agencies should pay close attention to the deadlines of other state and federal funds on their projects so as not to miss any other applicable funding deadlines.



VI. TTAC

February 3, 2021

TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: Ahron Hakimi
Executive Director

By: Linda Urata
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VI
MOBILITY INNOVATIONS AND INCENTIVES PROGRAM - STATUS REPORT

DESCRIPTION:

To help meet more stringent air standards, Kern COG promotes early deployment of alternative fuel vehicle technologies such as plug-in electric vehicles (EVs) and compressed natural gas-fueled vehicles. This report provides staff activity information and provides funding information.

DISCUSSION:

Kern COG staff have continued to address Mobility Innovations and Incentives Program elements while working remotely during COVID-19 Shelter-in-Place orders. This is a summary report and may not be comprehensive of all activities in November 1, 2020 through January 22, 2021.

Staff worked with the San Joaquin Valley Electric Vehicle Partnership (SJVEVP) to plan two webinars as a replacement to the in-person *TRANSITions* 2021 Symposium. After securing bids, InMotion Media was selected to produce the videos. Kern COG staff served as the producer and scouted locations, drafted the filming schedule, lined up the people to be interviewed, drafted the questions and coordinated with all of the parties for their input and participation. Two videos were produced for the webinars. The first webinar focused on GreenPower Motor Company's two manufacturing facilities in Porterville, CA and included an interview with GreenPower Motor Company President, Brendan Riley. The webinar was held on Thursday, January 21st and featured panelists Ryne Shetterly, VP of Marketing. Matt Bischoff of the San Joaquin Valley Air Pollution Control District gave a presentation on the VW Mitigation Trust funding for School, Transit and Shuttle Buses. He also provided information on other grants and incentives. 33 people registered and 29 people attended.

The second webinar presented the City of Porterville Leads the Charge! This video featured the City of Porterville Transit General Manager Richard Tree. Locations included the Corporation Yard, the downtown Transit Center, City Hall, and public charging stations installed in a downtown public parking lot. For the webinar, Mr. Tree was joined by city council members who discussed the vision, goals, and strategies for the City of Porterville to support the electrification of transportation to provide environmental and economic benefits to the entire community. More than 22 people registered for the event held on January 28, 2021.

More *TRANSITions* 2021 Transit Webinars are planned for the month of February.

On January 8, 2021, the California Energy Commission released its Notice of Proposed Awards for the EV Ready Communities Phase II-Blueprint Implementation Solicitation GFO-19-603. Kern Council of Governments responded to the solicitation on October 23, 2020. The request was for \$2.5 million. The amount awarded to Kern COG is \$707,515. Kern COG is working with its partners to reduce the scope of work to align with the amount awarded. The California Energy Commission is expected to approve the award during its business meeting on March 17, 2021.

The CALeVIP program has funding available for Level 2 charging stations. Applications and information are available at <https://calevip.org/incentive-project/san-joaquin-valley>.

Kern COG worked with the San Joaquin Valley Electric Vehicle Partnership to host two Hybrid/Electric Vehicle Safety Trainings for First Responders on November 24, 2020 and January 20, 2021.

Kern COG staff worked with Caltrans Districts 6 and 9 to review all of the highway corridors in Kern County to determine eligibility for FAST Corridor Designation. No requests for designation were submitted. This is an annual process.

Kern COG worked with the San Joaquin Valley Natural Gas Partnership to host a CNG Listening Session on January 21, 2021. An *Autogas Answers* webinar was held on January 20, 2021. This webinar was coordinated by the Propane Education and Research Council and the San Joaquin Valley Air Pollution Control District provided information on grants and incentives.

Please find attached to this report an update to the EV Charging Space inventory, by Zip Code.

ACTION: INFORMATION

Kern County Electric Vehicle Public Charging Spaces by Zip Code

January 2021 Report

Kern Council of Governments has set a goal of 4,000 electric vehicle charging spaces by 2025. This report shows a 55.3% increase (234 spaces) in the number of charging spaces compared to the baseline inventory established July 2016. Some of this change in inventory may simply be due to better reporting and not new chargers or disconnections. This change in inventory may also include station closings.

The number of parking spaces and station status are validated by telephone and occasionally in person. Stations are located on the Alternate Fuel Data Center Station Locator (www.afdc.energy.gov/locator/stations).

Level 1, Level 2, DC Fast Charging, Tesla Superchargers and wall plugs are counted. Note that some chargers may serve more than one parking space. This reports charging *spaces*, not the *charging stations*. This follows along with the expression to move cords, not cars. Public transit charging is not counted in this inventory.

In January 2019, the Center for Sustainable Energy (Kern COG's EV Charging Station Blueprint consultant) projected 655 stations would be installed by December 2020. The actual count is 657.

Zip Code	Charging Spaces December 2020	Baseline July 2016
93203	31	0
93206	28	22
93215	17	2
93238	139	123
93240	5	5
93241	4	0
93243	42	13
93249	21	20
93268	5	0
93276	60	60
93280	2	0
93285	1	1
93301	46	19
93303	6	6
93304	4	0
93307	45	40
93308	33	9
93309	17	0
93311	13	7
93313	15	14
93314	10	0
93501	19	7
93505	4	0
93523	4	0
93527	8	4
93555	41	40
93560	2	2
93561	35	29
Total Spaces	657	423

New significant locations this report:

Electrify America Station
Openings in communities and
at Medical Office Buildings

Denny's at Tehachapi and
several other ChargePoint DC
Corridor stations completed

Rancho Lindo Apartment
Complex in Lamont

School District sites

NOTE: Tejon Outlets have a
93203 Zip Code, the same as
the City of Arvin






VII. TTAC

February 3, 2021

TO: Transportation Technical Advisory Committee and
Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Rob Ball, 
Deputy Director/Planning Director

SUBJECT: TTAC AGENDA ITEM: VII
PHASE 1 - KERN AREA REGIONAL GOODS-MOVEMENT OPERATIONS
(KARGO) SUSTAINABILITY STUDY

DESCRIPTION:

This study provides suggested updates to the region's goods movement strategies and transportation circulation in the Bakersfield, Shafter and surrounding County areas to better protect local communities and is available online at <https://www.kerncog.org/goods-movement/>.

DISCUSSION:

In November 2019, Kern COG retained the services of Fehr & Peers and a team of subconsultants to develop and prepare the Phase 1 KARGO study. The Goal of the study is to provide suggested updates to transportation circulation in Metropolitan Bakersfield, Shafter and surrounding County areas, as well as propose strategies to mitigate the forecasted increase in goods movement for the region. The area is seeing new major distribution facilities such as Amazon and Walmart locating in the Corridor along 7th Standard Rd./Merle Haggard Dr. A project steering committee made of staff representatives from Kern County, Shafter, Bakersfield, Caltrans, and the High Speed Rail (HSR) Authority provided intensive oversight for the project. The transportation circulation plans were significantly impacted by the HSR project requiring major re-routing of planned future routes in this area.

The KARGO study built on the highly successful AB 617 for the Community of Shafter (<http://community.valleyair.org/selected-communities/shafter/>) which garnered significant public outreach. The community emissions reduction program developed by the AB 617 outreach effort included strategies for Heavy Duty (HD) mobile sources such as trucks. Strategy HD 9 – Heavy Duty Truck Re-routing, was voluntarily taken on by Kern COG as part of this study, and proposes

new truck routes that avoid populated areas such as the disadvantaged neighborhoods in and around the community of Shafter.

The study also includes recommendations for alternative fuel technology including electric charging for both trucks and yard equipment. The study also proposes diversion of truck shipments to via a network of intermodal rail facilities or inland ports to shipment via rail and air.

There is still some work that remains on the truck re-routing effort, related primarily to funding. A Request for Qualifications (RFQ) for the Phase 2 KARGO Sustainability Study is scheduled to be released in February and will include additional opportunities for public involvement. Both studies will be used to inform the update of the goods movement section in the 2022 RTP.

If you would like to participate in the Phase 2 KARGO Sustainability Study, please contact Rob Ball, rball@kerncog.org or Ben Raymond, braymond@kerncog.org .

Attachment – Phase 1 KARGO Sustainability Study Presentation

ACTION:

Recommend to the Transportation Planning Policy Committee to Receive and File.

Kern Area Regional Goods-movement Operations -

KARGO Sustainability Study -

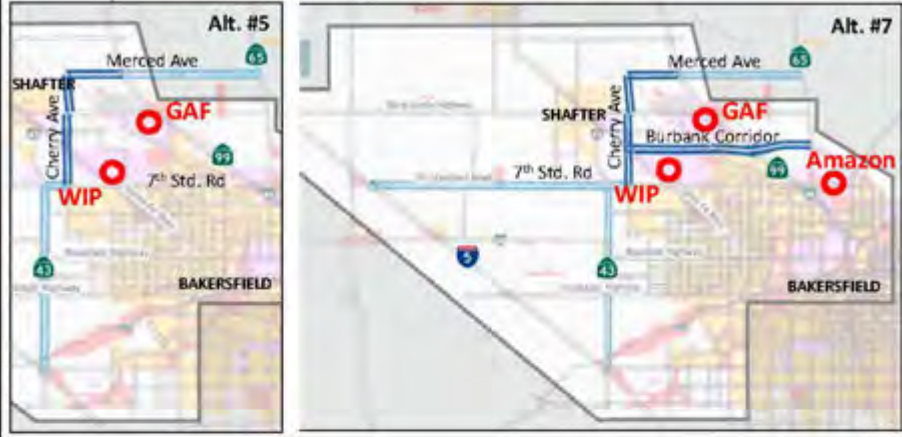
Leveraging AB 617 Process

Phase I: Integrated Circulation Study

Modified 8/5/20 DRAFT PRESENTATION



Promising Early Hybrid Alternative



Summary of Alternatives*

Alt.	Scenario	Alt. #5/6/7	Alt. #7/8/9 & T/C	Alt. #10/11 & 12/13 with West Bypass	Alt. #14/15 & 16/17/18/19 with West Bypass
1	Traffic Operation Improvement (number of miles LOS+)	L	M	M	H
2	VMF change	M	M	L	H
3	Truck VMF change	M	L	M	H
4	RR Exposure Index Improvement	H	M	M	L
5	Access to Industrial Sites Index Improvement	L	M	M	H
	Final score	0	0	0	23

* Independent of previous ranking

Interchange Sketch Layouts for Circulation Element Specific Plan Line Footprints



Sketch Footprints for the Interchanges/Intersections To Develop Specific Plan Lines to Preserve Future Rights of Way



Suggest Non Auto-Oriented Changes to Local Jurisdiction Circulation Plans



Proposed Kern SAFETEC Logistics Zone – Advanced Research Corridor Network

– Safer Autonomous Freight Enhanced Testing Environmentally Clean (SAFETEC) Logistics Zone



Kern COG KARGO Sustainability Study – Phase II.

Research Funding Mechanisms

- Regional Warehousing Impact Fee on top of TIFs
 - Regional Road Mileage Fee Pilot (on Autonomous Trucks)
 - Incentive Fee Structure for Early Adopters (Rail, Autonomous Trucks, ZEV Tech, etc.)
 - Sales/Property Tax Measures
- Other clean-up tasks from Phase I.



RFP To Be Released Soon. Scheduled Completion Date: June 2022



February 3, 2021

TO: Transportation Technical Advisory Committee and
Regional Planning Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Becky Napier, Deputy Director - Administration
Rob Ball, Deputy Director/Planning Director
Joseph Stramaglia, Regional Planner
Raquel Pacheco, Regional Planner
Rochelle Invina, Regional Planner
Vincent Liu, Regional Planner

SUBJECT: TTAC AGENDA ITEM: VIII
APPROVAL: 2018 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT
NO. 1; 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP);
AND CORRESPONDING CONFORMITY ANALYSIS

DESCRIPTION: The Draft 2018 RTP Amendment No. 1, Draft 2021 FTIP, and corresponding
Conformity Analysis 30-day public review period closed on January 22, 2021. A summary
response to comments has been prepared. All documents are available on the Kern COG website
at www.kerncog.org.

DISCUSSION:

The FTIP (programming document) is a near-term list of transportation projects, while the 2018
RTP is a long-term blueprint for transportation projects. The Air Quality Conformity Analysis
demonstrates that both the near- and long-term projects will not delay the region's efforts to
improve the air. The concurrent 30-day public review period closed on January 22, 2021.
Comments were received and a summary response to comments was prepared. Final
consideration of all documents is scheduled for February 18, 2021. Federal approval is expected
April 2021.

Development Timeline (approved – 11/19/20)

Date	Event
November 4, 2020	Timeline presented to Transportation Technical Advisory Committee/Regional Planning Advisory Committee
November 19, 2020	Timeline presented to Transportation Planning Policy Committee
December 23, 2020	30-day public review period begins
January 6, 2021	Public review draft presented to Transportation Technical Advisory Committee/ Regional Planning Advisory Committee
January 21, 2021	Public review draft presented to Transportation Planning Policy Committee (public hearing)
January 22, 2021	Public review period ends

Development Timeline continued

Date	Event
February 3, 2021	Present to Transportation Technical Advisory Committee and/or Regional Planning Advisory Committee to recommend approval
February 18, 2021	Present to Transportation Planning Policy Committee for adoption
February 26, 2021	Send final documents with response to comments to state and federal agencies for approval
April 2021	Anticipated federal approval of Conformity, the near-term and long-term documents

Kern COG staff recommends approval.

All documents can be viewed at www.kerncog.org

Attachment: Summary of Comments and Responses

ACTION: Recommend approval of the 2018 Regional Transportation Plan Amendment No. 1, 2021 Federal Transportation Improvement Program, and corresponding Conformity Analysis to the Transportation Planning Policy Committee.

2018 Regional Transportation Plan Amendment No. 1 Summary of Comments and Responses

As part of the development of the RTP, stakeholders, technical staff, and the general public were given the opportunity to comment. The public review period was held December 23, 2020 to January 22, 2021.

Troy Hightower – email dated 1/22/21

1. Has the modeling been run to determine if Amendment 1 will still meet the CARB GHG target for Kern?

Response: Amendments such as these typically do not have an effect on GHG output, as they do not make significant changes to the RTP goals, revenue assumptions, or SCS implementation. The contents of this amendment would make technical modifications to projects already included in the 2018 RTP/SCS. Further, it should be noted that the only remaining future year to be targeted for SB 375 is 2035 and the amendment does not affect the modeling network in that year. Analysis of SB 375 SCS Targets are made once every 4 years (at plan adoption) and are not required for RTP amendments.

2. Will amendments to a RTP/SCS trigger the updated CARB target?

Response: No – as noted, Amendments such as these typically do not have an effect on GHG output, as they do not make significant changes to the RTP goals, revenue assumptions, or SCS implementation. Further, the new SCS guidelines apply to the 3rd cycle RTP/SCS. Per the guidelines (https://ww2.arb.ca.gov/sites/default/files/2020-06/SB375_Final_Target_Staff_Report_%202018_Resolution_18-12.pdf), new targets would apply to newly adopted plans after October 2018. For Kern that is the 2022 RTP/SCS.

3. This item was not reviewed by the RPAC because the recent Jan 6th RPAC meeting was not held.

Response: The Kern COG adopted Public Information Policies and Procedures only require a public meeting for the draft FTIP and Conformity. An RTP amendment does not require a public workshop. However, consistent with Kern COG's open and inclusive public outreach process (recognized in the 2017 RTP guidelines as a best practice), we routinely go above and beyond the minimum requirements when it comes to public outreach. To that end, a public workshop was also held on January 13th. In addition, non-required public meetings were held at the Transportation Technical Advisory Committee and Transportation Planning Policy Committee meetings in January.

4. The Kern COG webpage for RPAC Agendas lists the Jan 6th meeting as Dark. The link goes to a cancellation notice. However, there is an "Information Item" link. The link goes to what appears to be an agenda staff report for this amendment. I regularly participate in RPAC meetings. I have never seen a case where there was a link to an "Information Item" separate from the agenda. Normally, any/all information items are part of an agenda. Can you explain what this is all about?

Response: The link to the amendment was provided to the RPAC and the public as a courtesy, consistent with our above-and-beyond, open and inclusive public outreach efforts.

2021 Federal Transportation Improvement Program Summary of Comments and Responses

As part of the development of the TIP, stakeholders, technical staff, and the general public were given the opportunity to comment. The public review period was held December 23, 2020 to January 22, 2021.

State Department of Transportation (Caltrans)

Office of Federal Programming and Data Management (OFPDM) – email dated 12/31/20

General Comments

1. Page 11, Financial Plan: Operations and Maintenance Value: This section identifies shortfall in available revenues. Please describe plans to deal with the shortfall.

Response: *Kern COG will continue to encourage member jurisdictions to make the best use of federal-aid funding to deal with the shortfall. As stated in the third paragraph of page 11: "In addition to local funds, the Regional Surface Transportation Program funding is used to achieve a state of good repair via maintenance and rehabilitation of local streets and roads."*

2. Expedited Project Selection Procedures – Include a statement "Projects from the 2021 FTIP have been selected based on the project selection procedures adopted by KCOG".

Response: *The Expedited Project Selection Procedure statement requested is in the text of the 2021 FTIP on page 13 – "Projects from the first four years of the 2021 FTIP have been selected using the approved project selection procedures." No revision needed.*

3. Clarify if public involvement activities and time established for public review and comment for the FTIP satisfy the Program of Projects (POP) requirements of the FTA Section 5307 Program.

Response: *Yes, the public involvement activities for the FTIP satisfy the Program of Projects (POP) requirements of the FTA Section 5307 Program. The public notice includes the statement – "The public participation efforts for the 2021 FTIP satisfies the program of project (POP) requirements of the Federal Transit Administration (FTA) for applicable funds. If no comments are received on the proposed POP, the proposed transit program will be the final program."*

Financial Summary

1. Highway Safety Improvement Program: Update the revenue and programming per information transmitted on December 15, 2020.

Response: *The Highway Safety Improvement Program (HSIP) listing transmitted on December 15, 2020 included duplicate information. Kern COG contacted the Caltrans HSIP coordinator to confirm the revisions needed (see attached email correspondence). The revenue and programming in the 2021 FTIP are consistent with the revised listing. No revision needed to the 2021 FTIP financial summary.*

Project Listings:

1. CTIPS Id 20400000927: Verify planning studies (non-transportation capital) are included in the Overall Work Program. Planning studies do not need to be listed in the FTIP.

Response: *This project is Kern COG's Planning, Programming, and Monitoring (PPM) funding as approved through the State Transportation Improvement Program by the California Transportation Commission. The specific activity associated with the PPM funding is included in the Overall Work Program. No revision needed.*

Summary of Comments and Responses Continued

2. CTIPS Id 20400000710: Update the programming per Highway Safety Improvement Program information transmitted on December 15, 2020.

Response: *The Highway Safety Improvement Program (HSIP) listing transmitted on December 15, 2020 included duplicate information. Kern COG contacted the Caltrans HSIP coordinator to confirm the revisions needed (see attached email correspondence). The revenue and programming in the 2021 FTIP are consistent with the revised listing. No revision needed to the project listing.*

Project Listings:

3. CTIPS Id 20400000911, 20400000909, 20400000838, 20400000847: Please provide detailed information on the project scope.

Response:

CTIPS ID 204-0000-0911: *The Regional Traffic Count Program is a non-infrastructure project that consists of motorized and non-motorized traffic counts taken throughout Kern County.*

CTIPS ID 204-0000-0909: *The Golden Empire Transit District's preventive maintenance project provides funds to service and maintain the agency's bus fleet and maintenance facility.*

CTIPS ID 204-0000-0838: *The Rosamond Boulevard Pedestrian Path project consists of the construction of sidewalks, curb ramps, drive approaches and higher visibility crossings to ensure a safe ADA accessible environment.*

CTIPS ID 204-0000-0847: *The Virginia Street Pedestrian Path project consists of the construction of sidewalks, curb ramps, drive approaches and higher visibility crossings to ensure a safe ADA accessible environment.*

4. CTIPS Id 20400000915: Clarify which components are included under "Reconstruction".

Response: *This project will include the reconstruction of existing Zerker Road in the City of Shafter. The project will include recompacting the subgrade as well as installing new road base and pavement.*

5. CTIPS Id 20400000904: Clarify if toll credits are used.

Response: *Toll credits are not used. This operating assistance project is 100% funded with Coronavirus Aid, Relief, and Economic Security (CARES) Act dollars. "CARES Act" is noted in the CTIPS comments section for this project.*

6. CTIPS Id 20400000907, 20400000908, 20400000935: Provide details for the type of bus (e.g. length of the bus, passenger capacity).

Response:

CTIPS ID 204-0000-0907: *The Golden Empire Transit District's 21 replacement CNG buses are 40 ft and have a seating capacity of 45.*

CTIPS ID 204-0000-0908: *The Golden Empire Transit District's 4 replacement Hydrogen buses are 40 ft and have a seating capacity of 45.*

CTIPS ID 204-0000-0935: *The Golden Empire Transit District's 18 CNG GAL (or GET-A-Lift) buses are 21 ft buses that have a seating capacity of 6 and have the capability to safely fit 3 wheelchairs.*

Caltrans District 9 – email dated 1/22/21

1. P 84 – the Caltrans Ex-officio member is listed as Gail Miller – should it not list the new D9 and D6 members?

Response: *Page 84 refers to the "Annual Listing of Projects with Federal Funding for Federal Fiscal Year 2019" document that was completed in December 2019. Gail Miller was the member at that time. No revision needed.*

Raquel Pacheco

From: Raquel Pacheco
Sent: Tuesday, December 15, 2020 1:28 PM
To: Liu, Chiu@DOT
Cc: Bagde, Abhijit J@DOT
Subject: RE: Highway Safety Improvement Program (HSIP) Update - Request for Programming

Good day:

Thank you Chiu for your quick response to my questions regarding the 12/15/20 HSIP listing.

1. I will move HSIP6-06-001 \$498,175 HSIP to FY 22/23;
- 2a. I will keep the combo H9-06-010&013 listing for the 2021 FTIP; and
- 2b. I will delete the individual listings for H9-06-010 and H9-06-013 (KCOG spreadsheet rows 8 and 12)

Thanks,
Raquel

From: Liu, Chiu@DOT <chiu.liu@dot.ca.gov>
Sent: Tuesday, December 15, 2020 1:16 PM
To: Raquel Pacheco <RPacheco@kerncog.org>
Subject: RE: Highway Safety Improvement Program (HSIP) Update - Request for Programming

Hi Raquel:
Good PM!

1. Just leave HSIP6-06-001 there because D06 from time to time run into various issues with this project; for sure this project will not be listed in 2023 FTIP (2 years from now).
2. Please continue using the combo tag H9-06-010&013 because there is only one HSIPL-# for H9-06-010 & H9-06-013.

Chiu

From: Raquel Pacheco <RPacheco@kerncog.org>
Sent: Tuesday, December 15, 2020 10:07 AM
To: Liu, Chiu@DOT <chiu.liu@dot.ca.gov>
Subject: FW: Highway Safety Improvement Program (HSIP) Update - Request for Programming

EXTERNAL EMAIL. Links/attachments may not be safe.

Good day:

Thank you for providing an updated HSIP listing.

After my review of the KCOG listing, I have the following comments:

1. H6-06-001: This project received E-76 approval for the \$498,175 on 11/3/20. Should I still move the programming to FY 22/23 as noted in the KCOG listing?

2. H9-06-010&013: This combination listing is redundant since there are already individual listings for H9-06-010 and H9-06-013. Should I keep the combination listing or keep the individual listings?

Thanks,
Raquel

From: Bagde, Abhijit J@DOT <abhijit.bagde@dot.ca.gov>

Sent: Tuesday, December 15, 2020 9:06 AM

Subject: Highway Safety Improvement Program (HSIP) Update - Request for Programming

Dear MPO FTIP Coordinator,

Attachment includes an update to the Highway Safety Improvement Program (HSIP). This listing supersedes the listing that was transmitted to you on August 24, 2020.

Please program these projects in your **2019 FTIP** and in **2021 FTIP**. Use the fund type below when programming these projects.

As mentioned at the May 28th, 2019 CFPG meeting, **Caltrans Division of Transportation Programming no longer posts project lists on its website** due to ADA compliance. The lists will only be made available via email.

Please contact Chiu Liu, HSIP Program Coordinator, at (916) 653-8640 should you have any questions.

Thank you.

Fund Table Manager - Google Chrome
 ctips-prod.dot.ca.gov/ctips/BrowseAllFundsForm.do

Edit Fund Type

Fund Type Details

Fund ID: Fund1 Name:

Blended Fund Type

Match %: Match Fund:

Type: Federal State Local

Archived Fund Type State Highway Account

Detailed Fund Description ('Huh?' Button)

Program purpose:
 The FAST Act continues the Highway a significant reduction in traffic fatalities including non-State-owned public road data-driven, strategic approach to improve focuses on performance.

Program Category(s) Containing this Fund Type

Other Fed

Select Category to Add:

MPO Filter - This Fund Type Applies

AMBAG BCAG
 MTC SACOG
 Shasta SJCOG
 Kings TRPA

Abhijit J. Bagde, P.E.
 Senior Transportation Engineer
 Division of Financial Programming
 Office of Federal Programming and Data Management
 (916) 654-3638
 FAX: (916) 654-2738
 Website <https://dot.ca.gov/programs/financial-programming/office-of-federal-programming-data-management-ofpdm>

Conformity Analysis Summary of Comments and Responses

As part of the development of the Conformity Analysis, stakeholders, technical staff, and the general public were given the opportunity to comment. The public review period was held December 23, 2020 to January 22, 2021.

State Department of Transportation (Caltrans) District 9 – email dated 1/22/21

1. With the new federal administration are you having to rewrite or add to the content to reflect potential changes?

Response: This comment refers to the highlighted section on the first page of the Executive Summary (see “Comment 1” attached).

To date, there have been no changes to the conformity analysis and transportation planning requirements due to the new federal administration, and no changes to the application of SAFE Rule adjustment factors for EMFAC0214 modeling. However, certain EPA final actions on SIP-related items have been delayed and to account for this uncertainty, KCOG included “upcoming budget test” in our conformity demonstration.

2. Is this correct or are the table titles switched? The population for East Kern is larger than West Kern when comparing the tables on p 39 - 40.

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

and

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

Response: The titles for both tables are correct. The Mojave Desert, Eastern Kern traffic network information refers to the 8-hour ozone nonattainment area, while the PM-10 Kern APCD information refers to the “PM10 sliver area”, a small nonattainment area for PM10, which is also located within Eastern Kern region. For more information, please see pages 3-4 of Attachment 3.

EXECUTIVE SUMMARY

This report presents the Conformity Analysis for the 2021 Federal Transportation Improvement Program (2021 FTIP) and 2018 Regional Transportation Plan Amendment #1 (2018 RTP Amendment #1). Kern Council of Governments is the designated Metropolitan Planning Organization (MPO) in Kern County, California, and is responsible for regional transportation planning.

On September 27, 2019, the United States Environmental Protection Agency (EPA) and the National Highway Traffic Safety Administration (NHTSA) published the “Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program” (effective November 26, 2019). The Part One Rule revoked California’s authority to set its own greenhouse gas emissions standards, which were incorporated in EMFAC2014 emissions model. On November 20, 2019, California Air Resources Board (CARB) released “EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicles Rule Part One” for use in regional conformity analyses. On March 12, 2020, EPA concurred on the use of CARB’s EMFAC off-model adjustment factors in conformity demonstrations. On April 30, EPA and NHTSA published SAFE Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (Final SAFE Rule) rolling back federal fuel economy standards. On June 26, 2020 CARB issued a public notice stating that EMFAC adjustments released in November continue to be suitable for conformity purposes. The conformity analysis for the 2021 FTIP and the 2018 RTP Amendment #1 incorporates these emissions modeling adjustments.

The 2018 PM2.5 Plan addressing 1997, 2006 and 2012 PM2.5 standards was adopted by the San Joaquin Valley Air District on November 15, 2018 and California Air Resources Board on January 24, 2019 and subsequently submitted for EPA review. On March 27, EPA published a proposed rule approving portions of the 2018 PM2.5 Plan, including the 2006 PM2.5 conformity budgets and trading mechanism. Final rule on sections that pertain to 2006 24-hour PM2.5 standard Serious area nonattainment was released on July 22, 2020 therefore this conformity analysis incorporates new 2018 PM2.5 SIP budgets for the 2006 24-hour PM2.5 standards. The remaining components of the 2018 PM2.5 Plan addressing the 1997 and 2012 PM2.5 standards are currently undergoing EPA review. In addition, Eastern Kern’s 2017 Ozone SIP, inclusive of transportation conformity budgets, has been proposed to be approved on October 28, 2020. Final action on the 2017 Ozone SIP is expected in spring of 2021. Should EPA act on these additional SIP elements, this conformity analysis includes an “upcoming budget test” in case the new transportation conformity budgets become available prior to federal approval of the 2021 FTIP conformity analysis.

This analysis demonstrates that the criteria specified in the transportation conformity regulations for a conformity determination are satisfied by the 2021 FTIP and the 2018 RTP Amendment #1; a finding of conformity is therefore supported. The 2021 FTIP, 2018 RTP Amendment #1, and the corresponding Conformity Analysis were approved by Kern Council of Governments Policy Board on February 18, 2021. Federal approval is anticipated on or before April 30, 2021. FHWA/FTA last issued a finding of conformity for the 2021 FTIP and the 2018 RTP, as amended if applicable, on May 9, 2019.



February 3, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: IX
PROJECT DELIVERY LETTERS – ATP, CMAQ, RSTP

DESCRIPTION:

Presentation of project delivery letters for Active Transportation Program (ATP), Congestion Mitigation Air Quality (CMAQ) Program, and Regional Surface Transportation Program (RSTP). 23 projects have not yet been submitted for funding authorization representing \$24.7 million in federal/state programming.

DISCUSSION:

Background

The Regional Surface Transportation Program (RSTP) and Congestion Mitigation Air Quality (CMAQ) projects in fiscal year 20/21 were originally approved by the Kern COG Board on February 20, 2020. The RSTP and CMAQ projects were then incorporated into the 2019 Federal Transportation Improvement Program (FTIP) Amendments 10 and 11 that were federally approved March 2, 2020 and April 8, 2020. The CMAQ Program of Projects was revised as part of the 2019 FTIP Amendments 15 and 16 that were federally approved October 23, 2020 and December 21, 2020.

Cycle 3 Active Transportation Program (ATP) projects in FY 20/21 were approved by the CTC on December 7, 2016 (Statewide component) and March 15, 2017 (MPO component). The projects were then incorporated into 2017 FTIP Amendment 1 that was federally approved February 22, 2017 and 2017 FTIP Amendment 3 that was federally approved April 3, 2017.

Cycle 3 Active Transportation Program (ATP) augmentation projects in FY 20/21 were approved by the CTC on October 18, 2017 (Statewide component). The projects were then incorporated into 2017 FTIP Amendment 11 that was federally approved December 14, 2017.

Cycle 4 Active Transportation Program (ATP) projects in FY 20/21 were approved by the CTC on January 30, 2019 (Statewide component). The projects were then incorporated into 2019 FTIP Amendment 3 that was federally approved April 24, 2019.

Project Delivery Letters

Project delivery letters for fiscal year 20/21 were discussed at the November 4, 2020 and January 6, 2021 Transportation Technical Advisory Committee meetings. 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 table, 2 letters were not received from the City of Arvin. Please submit letters by **February 5th** to meet the February Transportation Planning Policy Committee agenda preparation deadline. In total, 23 projects have not yet been submitted for funding authorization representing \$24.7 million in federal/state programming.

Project Delivery Policy - Review of Projects in FY 20/21 of the 2019 FTIP	Arvin	Bakersfield	California City	Delano	GET	Kern COG	Kern County	McFarland	Ridgecrest	Shafter	Taft	Tehachapi	Wasco
No. of projects	2	8	2	2	0	2	13	1	2	1	1	3	2
Projects submitted or approved	0	0	2	0	0	2	6	1	2	1	0	2	0
Letters received	0	8*	0	2	0	0	7*	0	0	0	1	1	2
Letters needed	2	0	0	0	0	0	0	0	0	0	0	0	0

Note *: A Bakersfield letter included three projects and the Kern County letter includes seven projects.

Please note that the Kern County letter has indicated two projects that will potentially be ready to advance to fiscal year 20/21.

Caltrans Obligational Authority Management Policy

Regions can only use their own obligational authority until May 1st, then it is “first-come-first-served” until the obligational authority is gone. Last year, obligational authority was gone by April.

Attachments: Fiscal Year 20/21 project list dated January 22, 2021
Project Delivery Letters

ACTION: Information.

Lead	PIN	Project No./ Grant No.	Description	Federal/ State PE	Federal/ State CON	Total	Note
Arvin	KER180403		Haven Dr from Meyer St to Derby St; resurfacing/rehabilitation	\$111,539	\$0	\$125,991	1
Arvin	KER161010		Varsity Road Pedestrian and Bicycle Project [Note: \$119,000 FY 19/20 PE time extension approved]	\$119,000	\$714,000	\$833,000	1
Bakersfield	KER180403		New Stine Rd from Ming Ave to Stockdale Hwy; rehabilitation	\$0	\$3,762,525	\$4,250,000	1
			South H St from Panama Ln to Pacheco Rd; rehabilitation	\$0	\$2,669,475	\$3,015,334	1
Bakersfield	KER180507		Signal Coordination Part 1: Along Truxtun Ave, H St, Oak St, Ming Ave, Hageman Rd, Coffee Rd, Chester Ave, 23rd St, and 24th St; installation of traffic signal interconnect/synchronization	\$0	\$1,593,540	\$1,800,000	1
			New Stine Rd between Panama Lane and Mohawk St & Calloway Dr between White Ln and Brimhall Rd; install traffic signals communication	\$0	\$531,180	\$600,000	1
			Wible Rd at McKee Rd; traffic signal & Wible Rd between McKee Rd and Hosking Ave; synchronization	\$0	\$586,319	\$662,283	1
			McKee Rd at Ashe Rd; install traffic signal	\$0	\$287,722	\$325,000	1
Bakersfield	KER200507		Along Pacheco Rd between Stine Rd and Wible Rd; construct multi-use path	\$0	\$439,020	\$495,900	1
Bakersfield	KER200507		Stockdale Ranch Dr to Kern River bike path south of Stockdale Hwy crossing Kern River; construct multi-use path	\$0	\$1,770,600	\$2,300,000	1
Cal. City	KER180403		Hacienda Blvd from Cal City Blvd to Eucalyptus Ave; pavement rehabilitation	\$49,222	\$0	\$55,598	2
Cal. City	KER200502		Mendiburu Rd from Hacienda Blvd to Neuralia Rd; surface unpaved street	\$33,641	\$0	\$38,000	2
Delano	KER180403		Albany St from Garces Hwy to 20th Ave; pavement resurfacing and/or rehabilitation	\$0	\$607,803	\$686,551	1
			Cecil Ave from Randolph St to Browning Rd; pavement resurfacing and/or rehabilitation	\$0	\$282,196	\$318,758	1
NOTES	Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved. 2a. Allocation request to CTC.						

Lead	PIN	Project No./ Grant No.	Description	Federal/ State PE	Federal/ State CON	Total	Note
KCOG	KER200401	STPLNI- 6087(067)	In Kern County: Regional Traffic Count Program	\$0	\$79,677	\$90,000	3
KCOG	KER200501	CMLNI- 6087(069)	In Kern County: CommuteKern's Rideshare Program	\$0	\$211,602	\$239,018	2
Kern Co.	KER161008		Rosamond Boulevard Pedestrian Path Project	\$0	\$680,000	\$680,000	1
Kern Co.	KER171001		Virginia Street Pedestrian Path Project	\$0	\$1,731,000	\$1,956,000	1
			Near Arvin: Edison Rd from SR 223 to Di Giorgio Rd; road rehabilitation	\$0	\$4,510,363	\$5,094,729	2
Kern Co.	KER180403		Near Bakersfield: Union Ave from Panama Rd to Bakersfield City Limits; road rehabilitation	\$0	\$1,170,229	\$1,321,845	2
			Near Bakersfield: Hughes Ln from Terrace Way to Bakersfield City Limits; road rehabilitation	\$0	\$423,977	\$478,908	1
Kern Co.	KER200402	STPL- 5950(487)	Bakersfield: Rosedale Hwy from Heath Rd to Allen Rd; widening (PE only)	\$50,000	\$0	\$56,479	3
Kern Co.	KER200403	STPL-5950(488 only)	Near Weldon: Sierra Way at South Fork Kern River; bridge (PE only)	\$46,015	\$0	\$51,977	3
			Bakersfield: Intersection of Flower Street and Virginia Street; construct a traffic signal and ancillary facilities	\$0	\$594,703	\$671,754	1
			Oildale: Intersection of Manor St and Day Ave; construct a traffic signal and ancillary facilities	\$0	\$838,419	\$947,046	1
Kern Co.	KER180507		Lake Isabella: Intersection of Elizabeth Norris Rd and Lake Isabella Blvd; traffic signal and ancillary facilities	\$0	\$638,692	\$721,442	2
			Bakersfield: Hughes Lane from Terrace Way to Bakersfield City Limits, and a portion of colton Street (0.3 miles); surface existing paved shoulders	\$0	\$643,135	\$726,460	1
Kern Co.	KER191002		In Bakersfield: South Chester Ave, Ming Ave to Sandra Dr; pedestrian safety, accessibility, crossing improvements	\$102,000	\$0	\$115,000	3
Kern Co.	KER191003		In Lake Isabella: Walk Isabella - Lake Isabella Blvd and Erskine Creek Rd: pedestrain and cyclist safety and accessibility improvements	\$854,000	\$0	\$994,000	1

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

Lead	PIN	Project No./ Grant No.	Description	Federal/ State PE	Federal/ State CON	Total	Note
McFarland	KER200404	STPL- 5343(017)	2nd St from Westside Corner of Harlow Ave to California Ave; landscape and pedestrian improvements	\$45,150	\$0	\$51,000	3
Ridgecrest	KER180403	STPL- 5385(067)	W. Ward Ave between N. China Lake Blvd and N. Norma St; resurfacing	\$46,344	\$0	\$52,349	3
Ridgecrest	KER200508	CML- 5385(069)	City Corporation Yard; install electric vehicle charging station and solar photovoltaic system	\$0	\$556,457	\$634,200	2
Shafter	KER200506	CML- 6206(030)	Santa Fe Way (SR 43) and E Los Angeles Ave/S Beech Ave Intersection; construct roundabout	\$1,327,950	\$0	\$1,500,000	3
Taft	KER180403		10th St from A St to Pilgrim Ave; rehabilitation	\$28,726	\$0	\$32,448	1
Tehachapi	KER180403	STPL- 5184(037)	Synder Ave between Tehachapi Blvd and Valley Blvd; rehabilitation and resurfacing	\$20,623	\$0	\$22,988	3
Tehachapi	KER200505		Pinon Street from Brandon Lane east to Dennison Road; pave an unpaved street and install class II bike lane	\$68,079	\$817,220	\$1,000,000	1
Tehachapi	KER191001		In Tehachapi: SRTS Synder Avenue Gap Closure Project - various locations; install sidewalks and bike lanes, improve crosswalks	\$0	\$1,300,000	\$1,300,000	2a
Wasco	KER180403		Palm Ave from Jackson Ave to Gromer Ave at various locations; pavement rehabilitation	\$39,838	\$0	\$45,000	1
Wasco	KER180507		N. Palm Ave. between Margalo St. and Gromer Ave; pave shoulders, construct bicycle and pedestrian facilities	\$140,266	\$0	\$158,440	1
NOTES	Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved. 2a. Allocation request to CTC.						



BAKERSFIELD

THE SOUND OF *Something Better*

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

Re: KER180403 Revised Submittal Schedule-STPHIPL 5109 (262)

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 15th. Since the City of Bakersfield does not plan to submit project KER180403 by the end of January for funding authorization, the following is provided as City of Bakersfield's response:

Pavement Rehabilitation along New Stine Road from Ming Avenue to Stockdale Highway

- Funding program: Regional Surface Transportation Program (RSTP); Highway Infrastructure Program (HIP)
- Total cost of project: \$4,250,000 (\$3,600,000 RSTP/Local; \$650,000 HIP)
- Federal share of project: \$3,762,525
- Reason for delay: Due to the COVID-19 pandemic, the lead-time for the approvals of the Right of Way Certifications and NEPA Clearances have been delayed due to Caltrans staff telecommuting from home. The City of Bakersfield is also experiencing delays due to staff telecommuting from home during these unprecedented times. Therefore, due to these various delays, staff will not be able to submit the Request for Authorization (RFA) package by the end of January; therefore, the City of Bakersfield asks for an extension through the end of March.
- Revised submittal date: March 31, 2021

Should you have any questions, please contact me at 661-326-3361 or at ngrewal@bakersfieldcity.us

Very truly yours,
Nick Fidler
Public Works Director

By: 
Navdip Grewal
Civil Engineer IV – Design Engineering

Public Works Department
1501 Truxtun Avenue, Bakersfield, CA 93301
661-326-3724 FAX: 661-852-2120





BAKERSFIELD

THE SOUND OF *Something Better*

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

Re: KER180403 Revised Submittal Schedule-STPHIPL 5109 (263)

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 15th. Since the City of Bakersfield does not plan to submit project KER180403 by the end of January for funding authorization, the following is provided as City of Bakersfield's response:

Pavement Rehabilitation along South H. Street from Panama Lane to Pacheco Road

- Funding program: Regional Surface Transportation Program (RSTP); Highway Infrastructure Program (HIP)
- Total cost of project: \$3,015,334 (\$2,350,334/Local; \$665,000 HIP)
- Federal share of project: \$2,669,475
- Reason for delay: Due to the COVID-19 pandemic, the lead-time for the approvals of the Right of Way Certifications and NEPA Clearances have been delayed due to Caltrans staff telecommuting from home. The City of Bakersfield is also experiencing delays due to staff telecommuting from home during these unprecedented times. Therefore, due to these various delays, staff will not be able to submit the Request for Authorization (RFA) package by the end of January; therefore, the City of Bakersfield asks for an extension through the end of March.
- Revised submittal date: March 31, 2021

Should you have any questions, please contact me at 661-326-3361 or at ngrewal@bakersfieldcity.us

Very truly yours,
Nick Fidler
Public Works Director

By: 
Navdip Grewal
Civil Engineer IV – Design Engineering

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BAKERSFIELD

THE SOUND OF *Something Better*

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

Re: KER180507 Revised Submittal Schedule-CML 5109 (264)

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 15th. Since the City of Bakersfield does not plan to submit project KER180507 by the end of January for funding authorization, the following is provided as City of Bakersfield's response:

Traffic Signal Installation at the Intersection of McKee Road and Wible Road; and Traffic Synchronization along Wible Road from McKee Road to Hosking Avenue

- Funding program: Congestion Mitigation and Air Quality (CMAQ)
- Total cost of project: \$662,283
- Federal share of project: \$586,319
- Reason for delay: Due to the COVID-19 pandemic, the lead-time for the approvals of the Right of Way Certifications and NEPA Clearances have been delayed due to Caltrans staff telecommuting from home. The City of Bakersfield is also experiencing delays due to staff telecommuting from home during these unprecedented times. Therefore, due to these various delays, staff will not be able to submit the Request for Authorization (RFA) package by the end of January; therefore, the City of Bakersfield asks for an extension through the end of March.
- Revised submittal date: March 31, 2021

Should you have any questions, please contact me at 661-326-3361 or at ngrewal@bakersfieldcity.us

Very truly yours,
Nick Fidler
Public Works Director

By: 

Navdip Grewal
Civil Engineer IV – Design Engineering

Public Works Department
1501 Truxtun Avenue, Bakersfield, CA 93301
661-326-3724 FAX: 661-852-2120





BAKERSFIELD

THE SOUND OF *Something Better*

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

Re: KER180507 Revised Submittal Schedule-CML 5109 (265)

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 15th. Since the City of Bakersfield does not plan to submit project KER180507 by the end of January for funding authorization, the following is provided as City of Bakersfield's response:

Traffic Signal Installation at the Intersection of McKee Road and Ashe Road

- Funding program: Congestion Mitigation and Air Quality (CMAQ)
- Total cost of project: \$325,000
- Federal share of project: \$287,722
- Reason for delay: Due to the COVID-19 pandemic, the lead-time for the approvals of the Right of Way Certifications and NEPA Clearances have been delayed due to Caltrans staff telecommuting from home. The City of Bakersfield is also experiencing delays due to staff telecommuting from home during these unprecedented times. Therefore, due to these various delays, staff will not be able to submit the Request for Authorization (RFA) package by the end of January; therefore, the City of Bakersfield asks for an extension through the end of March.
- Revised submittal date: March 31, 2021

Should you have any questions, please contact me at 661-326-3361 or at ngrewal@bakersfieldcity.us

Very truly yours,
Nick Fidler
Public Works Director

By: 
Navdip Grewal
Civil Engineer IV – Design Engineering

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BAKERSFIELD

THE SOUND OF *Something Better*

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

Re: KER 200507 Revised Submittal Schedule-CML 5109 (266)

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 15th. Since the City of Bakersfield does not plan to submit project KER 200507 by the end of January for funding authorization, the following is provided as City of Bakersfield's response:

Multi-Use Path along Pacheco Road from Stine Road to Wible Road

- Funding program: Congestion Mitigation and Air Quality (CMAQ)
- Total cost of project: \$495,900
- Federal share of project: \$439,020
- Reason for delay: Due to the COVID-19 pandemic, the lead-time for the approvals of the Right of Way Certifications and NEPA Clearances have been delayed due to Caltrans staff telecommuting from home. The City of Bakersfield is also experiencing delays due to staff telecommuting from home during these unprecedented times. Therefore, due to these various delays, staff will not be able to submit the Request for Authorization (RFA) package by the end of January; therefore, the City of Bakersfield asks for an extension through the end of March.
- Revised submittal date: March 31, 2021

Should you have any questions, please contact me at 661-326-3361 or at ngrewal@bakersfieldcity.us

Very truly yours,
Nick Fidler
Public Works Director

By: 
Navdip Grewal
Civil Engineer IV – Design Engineering

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1501 Truxtun Avenue, Bakersfield, CA 93301
661-326-3724 FAX: 661-852-2120





BAKERSFIELD

THE SOUND OF *Something Better*

January 13, 2021

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

Re: [KER180507 and KER200507] 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 15th. Since City of Bakersfield does not plan to submit projects KER180507 and KER200507 by the end of January for funding authorization, the following is provided as City of Bakersfield's response:

KER180507

1. Signal Coordination Part: 1 Along Truxtun Avenue H Street, Oak Street, Ming Avenue, Hageman Road, Coffee Road, Chester Avenue, 23rd Street., and 24th Street; installation of traffic signal interconnect/synchronization
 - Funding program: CMAQ
 - Total cost of project: \$1,800,000
 - Federal share of project: \$1,593,540
 - Reason for delay: City staff is in the process of submitting necessary federal documents. Due to Covid-19 protocols and heavy staff work load, the City is unable to submit at the end of January 2021.


- Revised submittal date: The City intends to submit the project for authorization by the end of March 2021.
2. Interconnect on Arterials: New Stine Road between Panama Lane and Mohawk Street and Calloway Drive between White Lane and Brimhall Road
- Funding program: CMAQ
 - Total cost of project: \$600,000
 - Federal share of project: \$531,180
 - Reason for delay: City staff is in the process of submitting necessary federal documents. Due to Covid-19 protocols and heavy staff work load, the City is unable to submit at the end of January 2021.
 - Revised submittal date: The City intends to submit the project for authorization by the end of March 2021.

KER200507

3. Multi-Use Path: Stockdale Ranch Drive to Kern River Bike Path south of Stockdale Highway
- Funding program: CMAQ
 - Total cost of project: \$2,300,000
 - Federal share of project: \$1,770,600
 - Reason for delay: The City has submitted the Preliminary Environmental Studies (PES) to Caltrans on August 18, 2020. Approval of PES is prerequisite to move forward with submitting the Right of Way Certification and Request for Authorization (Construction). Due to the project's location (to be constructed on existing levee and crossing Cross Valley Canal), Caltrans is requiring more studies, certifications, and permits as contingency to approving the PES.
 - Revised submittal date: The City intends to submit the project for authorization by the end of March 2021.

Should you have any questions, contact Joe Catalan at 661-326-3597 or jcatalan@bakersfieldcity.us.

Very truly yours,
NICK FIDLER
Public Works Director

By: 
Ryan Starbuck
Traffic Engineer

c: Nick Fidler, Stuart Patteson, Joe Catalan, Rosanné Padley, Raquel Pacheco, Susana Kormendi, Reading File



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MAYOR

Veronica Vasquez
MAYOR PRO TEM

Joe L. Alindajao
Liz Morris
Salvador Solorio-Ruiz

Maribel G. Reyna
CITY MANAGER

January 21, 2021

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

Re: KER180403 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 15th. Since City of Delano does not plan to submit project KER180403 by the end of January for funding authorization, the following is provided as City of Delano response:

Project Description: Albany Street from Garces Hwy to 20th Avenue; pavement resurfacing and/or rehabilitation.

- Funding program: RSTP
- Total cost of project: \$686,551
- Federal share of project: \$607,803
- Reason for delay: PES approved by Caltrans on 1/14/21, ROW Certs to be submitted to Caltrans on 1/25/2021.
- Revised submittal date: 3/21/2021

Should you have any questions, contact Ed Galero at (661) 720-2221 or email at egalero@cityofdelano.org

CITY OF DELANO



CITY HALL
1015 ELEVENTH AVENUE
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DELANO, CALIFORNIA 93216-3010

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COUNCIL MEMBERS

Bryan Osorio
MAYOR

Veronica Vasquez
MAYOR PRO TEM

Joe L. Alindajao
Liz Morris
Salvador Solorio-Ruiz

Maribel G. Reyna
CITY MANAGER

January 21, 2021

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

Re: KER180403 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 15th. Since City of Delano does not plan to submit project KER180403 by the end of January for funding authorization, the following is provided as City of Delano response:

Project Description: Cecil Avenue from Randolph Street to Browning Road; pavement resurfacing and/or rehabilitation.

- Funding program: RSTP
- Total cost of project: \$318,758
- Federal share of project: \$282,196
- Reason for delay: PES approved by Caltrans on 1/14/21, ROW Certs to be submitted to Caltrans on 1/25/2021.
- Revised submittal date: 3/21/2021

Should you have any questions, contact Ed Galero at (661) 720-2221 or email at egalero@cityofdelano.org

CITY OF DELANO

CRAIG M. POPE, P.E., DIRECTOR

ADMINISTRATION & ENGINEERING

BUILDING & DEVELOPMENT

OPERATIONS



**2700 "M" STREET, Suite 400
BAKERSFIELD, CA 93301-2370**

Phone: (661) 862-8900

FAX: (661) 862-5103

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TTY Relay: (800) 735-2929

January 14, 2021

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

Re: Revised Submittal Schedule

Per the Project Delivery Policy, local projects are required to submit funding authorizations by the end of January. Kern County will not meet the funding authorization schedule for 4 projects. The revised schedule is provided below:

1. Delayed Projects:

A) KER180403 – Grouped Projects for Pavement Rehabilitation

- Near Bakersfield: Hughes Ln from Terrace Way to Bakersfield City limit
- Funding program: RSTP
- Total cost of project: \$478,908
- Federal share of project: \$423,977
- Reason: CE complete. Acquisition underway, ROW Cert. expected in Feb.
- Revised submittal date: March 2021

B) KER180507 – Grouped Projects for Safety Improvements

- Near Bakersfield: Hughes Ln from Terrace Way to Bakersfield City limit & Colton St
- Funding program: CMAQ
- Total cost of project: \$726,460
- Federal share of project: \$643,135
- Reason: CE complete. Acquisition underway, ROW Cert. expected in Feb.
- Revised submittal date: March 2021

C) KER180507 – Grouped Projects for Safety Improvements

1) Intersection of Flower Street and Virginia Street

- Funding program: CMAQ
- Total cost of project: \$671,754
- Federal share of project: \$594,703
- Reason: CE complete. Waiting for Local Assistance to approve ROW Cert.
- Revised submittal date: Feb. 2021

2) Intersection of Manor Street and Day Avenue

- Funding program: CMAQ
- Total cost of project: \$947,046
- Federal share of project: \$838,419
- Reason: CE complete. Acquisition underway, ROW Cert. expected in Feb.
- Revised submittal date: March 2021

2. ATP Projects: CTC Approvals to be scheduled for May 12-13, 2021 meeting for all 3 projects.
- A) KER171001 – Virginia Street Pedestrian Path Project:
- Funding program: ATP (CON)
 - Total cost of project: \$1,956,000
 - Federal share of project: \$1,731,000
 - Reason: January CTC deadline was Nov; Design was not ready.
- B) KER161008 – Rosamond Pedestrian Path Project:
- Funding program: ATP (CON)
 - Total cost of project: \$680,000
 - Federal share of project: \$680,000
 - Reason: January CTC deadline was Nov; Design was not ready.
- C) KER191003 – Walk Lake Isabella Pedestrian Safety Project:
- Funding program: ATP (PE)
 - Total cost of project: \$994,000
 - Federal share of project: \$854,000
 - Extension to be requested: Project was federalized last year w/o notification and CTC will not authorize PE phase without a fully executed NEPA CE. PES was submitted in Nov. 2020; however, extension is required to complete environmental studies for biology and flood impacts.
3. Potential Projects for EPSP (KER180507)
- 1) Browning Road from Elmo Hwy to Skyline Drive; Pave Shoulder
- Funding program: CMAQ, 23/24
 - Total cost of project: \$1,699,931
 - Federal share of project: \$1,349,779
 - Reason: CE approved. Waiting for Local Assistance to approve ROW Cert.
 - Ready for submittal by: Feb/March 2021
- 2) KER200504: Lytle Ave from W. Cecil Ave to County Line Road; Pave Dirt Road
- Funding program: CMAQ, 21/22
 - Total cost of project: \$1,622,081
 - Federal share of project: \$1,436,028
 - Reason: CE complete. 3A underway, ROW Cert expected in 2 weeks.
 - Ready for submittal by: February 2021

Should you have any questions, contact Darren Qu at 661-862-5252 or quc@kerncounty.com.

Sincerely,



Darren Qu
Public Works Manager



January 13, 2021

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

Re: KER180403 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 15th. Since City of Taft does not plan to submit project KER180403 by the end of January for funding authorization, the following is provided as City of Taft response:

10th St. from A St. to Pilgrim Ave.; Rehabilitation

- Funding program: Regional Surface Transportation Program
- Total cost of project: \$32,448
- Federal share of project: \$28,726
- Reason for delay: The City will pay for the PE phase with their own funds. The City will use all RSTP/HIP funds for the Construction Phase.
- Revised submittal date: October 15, 2021

Should you have any questions, contact Juan M. Pantoja at (661) 558-4641 or juan@bhtengineering.com

Sincerely,

Craig Jones - City Manager



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

Re: KER200505 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 15th. Since the City of Tehachapi does not plan to submit project KER200505 by the end of January for funding authorization, the following is provided as the City of Tehachapi's response:

Pinon Street from Brandon Lane east to Dennison Road; pave an unpaved street and install class II bike lane.

- Funding program: Congestion Mitigation and Air Quality
- Total cost of project: \$1,000,000
- Federal share of project: \$885,300
- Reason for delay: The City has recently discovered a right-of-way issue that has the possibility to de-rail the entire project. Staff has reached out to District 9 DLEA for a solution to this issue. If successful in resolving the issue, the City will submit the RFA for PE before the end of February. However, the RFA for CON will not be ready in FY 20/21 due to the length of time it will take to complete the environmental work.
- Revised submittal date: RFA for PE by 2/25/2021

Should you have any questions, contact Jay Schlosser at (661) 822-2200 ext. 115 or jschlosser@tehachapicityhall.com.

Best regards

John (Jay) Schlosser
Development Services Director



01/12/2021

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

Re: KER180403 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 15th. Since The City of Wasco does not plan to submit project KER180403 by the end of January for funding authorization, the following is provided as The City of Wasco's response:

Palm Ave from Jackson Ave to Gromer Ave at various locations; pavement rehabilitation

- Funding program: RSTP
- Total cost of project: \$45,000.00 (PE)
- Federal share of project: \$39,838.00
- Reason for delay: Preparation of RFP documents has been delayed due to some staffing shortages and other issues. These other issues take time away from the Project Manager which has delayed his ability to finish the RFP.
- Revised submittal date: 04/05/2021

Should you have any questions, contact Kameron Arnold at 661-758-7214 or Kaarnold@cityofwasco.org



01/12/2021

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

Re: KER180507 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 15th. Since The City of Wasco does not plan to submit project KER180507 by the end of January for funding authorization, the following is provided as The City of Wasco's response:

N. Palm Ave. between Margalo St. and Gromer Ave; pave shoulders, construct bicycle and pedestrian facilities.

- Funding program: CMAQ
- Total cost of project: \$158,440.00 (PE)
- Federal share of project: \$140,266.00
- Reason for delay: Preparation of RFP documents has been delayed due to some staffing shortages and other issues. These other issues take time away from the Project Manager which has delayed his ability to finish the RFP.
- Revised submittal date: 04/05/2021

Should you have any questions, contact Kameron Arnold at 661-758-7214 or Kaarnold@cityofwasco.org

February 3, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: X
HIGHWAY INFRASTRUCTURE PROGRAM – STATUS UPDATE

DESCRIPTION:

Kern COG staff will provide a Highway Infrastructure Program status update.

DISCUSSION:

Background

The Highway Infrastructure Program (HIP) was first introduced in fiscal year 2018. Subsequent apportionments were approved for fiscal year 2019 and 2020. Kern COG has allocated the HIP funding to projects that were underfunded as well as programmed the HIP funds along with Regional Surface Transportation Program (RSTP) funds to projects during the 2019 RSTP call for projects cycle.

Caltrans has posted the HIP Monthly Balance Reports at <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-infrastructure-program>. The funding as shown in the Caltrans HIP balance sheets is broken down by areas over 200,000 population and areas under 200,000 population. As of December 31, 2020, the outstanding balances for the 2018 HIP cycle are \$435,478 and \$70,012 respectively. The 2018 HIP cycle will lapse on September 30, 2021. Kern COG staff is confident that there will not be any lapsing funds in the Kern region.

HIP Activity Summary

Kern COG staff has prepared a summary with HIP projects obligated to date as well as HIP projects programmed but not yet obligated. Highlights include:

- The City of Bakersfield is programmed for \$1,315,000 in fiscal year 20/21 and therefore will use the \$435,478 subject to lapse (and funding from the 2019 cycle). The rest of the agencies with HIP programming in fiscal year 20/21 will use the \$70,012 subject to lapse (the difference will be allocated from the 2019 HIP cycle).
- This HIP summary is only a planning exercise for projects not yet authorized. Please note: During the request for authorization process, Caltrans headquarters decides which funding pot is shown on the finance letter that is submitted to FHWA for approval and FHWA has the final authority to identify the funding source in the approved E-76.

- The HIP project summary includes a deficit of about \$100,000 for the areas under 200,000 population (see last entry in “Any Area” column). As you will notice in the previously obligated section, there has been project savings that has returned to the pot. The idea is that there will be enough savings to cover the deficit; however, the deficit also means that there is no funding available to program any new projects to areas under 200,000 population at this time. If there is no savings, the projects in fiscal year 21/22 will receive HIP funding on a first-come, first-served basis.
- There is about \$1.4 million in HIP funding for areas above 200,000 population not yet programmed (see last entry in “Urban” column). Due to financial constraint and because the Federal Transportation Improvement Program does not breakdown the HIP funding by population, Kern COG would only be able to program \$1.3 million (\$1.4 million - \$100,000 deficit) to a new project at this time.

Future HIP Programming

Kern COG staff is currently reviewing the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA). Kern COG received FHWA Notice N4510.851 and FHWA Notice N4510.852 that certify that HIP funds are available as part of CRRSAA. Kern COG must wait for official documentation from Caltrans to know the exact amount of HIP funds available to the Kern region. In the meantime, Kern COG staff would like to begin discussing options for the best use of HIP funding available and so requests TTAC direction on the following options:

1. Cover the current deficit of about \$100,000 for areas under 200,000 population in fiscal year 21/22 HIP program of projects identified above. This deficit is subject to change due to obligations, de-obligations, and projects not delivered.
2. There are two regional projects that are good candidates for the HIP funding: environmental phase of the SR 58 Truck Climbing Lanes project and the right of way phase of the Hageman Flyover project.
3. Kern COG staff has been informed that some agencies with RSTP projects programmed in fiscal year 21/22 would like to request advancement to FY 20/21. These agencies should notify Kern COG staff if they are ready to advance.

Attachment: HIP Activity Summary and Future Programming (as of December 31, 2020)

ACTION: TTAC discussion and direction to Kern COG staff.

**Kern Council of Governments
HIP Activity Summary and Future Programming**

Date of Transaction				HIP		
				Urban	Any Area	
September 30, 2018						
FFY 17-18 Estimated (Advanced) HIP Apportionments as of 6/4/2018				1,378,910	818,785	
FFY 18-19 Estimated (Advanced) HIP Apportionments as of 3/25/2019				1,942,786	1,153,610	
FFY 19-20 Estimated (Advanced) HIP Apportionments as of 3/11/2020				564,042	334,924	
Total Beginning Balance		Project #	Location	Description	3,885,738	2,307,319
11/29/2018	Bakersfield	STPL-5109(236)	A. ST. BETWEEN BRUNDAGE LN. AND CALIFORNIA AVE	ROAD REHABILITATION	299,999	
12/14/2018	McFarland	STPL-5343(010)	SOUTH SIDE OF W. KERN AVE. FROM 3RD ST. TO 4TH ST.	LANDSCAPING AND PED IMPROVEMENTS		32,462
3/28/2019	Bakersfield	STPL-5109(249)	DISTRICT BLVD; BETWEEN GOSFORD RD TO STINE RD (2.0 MILES)	ROAD RECONSTRUCTION	400,000	
4/3/2019	Bakersfield	STPL-5109(250)	WIBLE RD; BETWEEN WHITE LN. TO PLANZ RD. AND SOUTH H ST. BETWEEN PACHECO RD. TO WHITE LN	ROAD RECONSTRUCTION	237,000	
5/2/2019	Shafter	STPL-5281(028)	JAMES ST BETWEEN LERDO HWY AND CENTRAL AVE	ROAD RECONSTRUCTION		47,000
8/27/2019	Tehachapi	STPL-5184(032)	ON TEHACHAPI BOULEVARD FROM CURRY ST TO HAYES ST	REHAB AC. WITH PAVEMENT INTERLAYER MAT		129,000
9/5/2019	Delano	STPL-5227(062)	11TH AVE FROM RANDOLPH ST. TO ALBANY ST., TIMMONS AVE FROM GARCES HWY TO CECIL AVE AND 9TH AVE FROM RANDOLPH ST. TO BROWNING RD.	RESURFACING, RECONSTRUCTION AND REHABILITATION	89,128	
1/9/2020	Wasco	STPL-5287(056)	7TH ST BETWEEN MAGNOLIA AVE WEST TO END OF THE ROAD AT THE WASTEWATER TREATMENT PLANT	RECONSTRUCTION		67,000
2/19/2020	Kern County	STHIPCML-5950(466)	(1) BRITE ROAD BETWEEN BUTTONWILLOW RD TO WASCO WAY (2) MIRASOL AVE BETWEEN BRITE RD. AND SR58	PAVEMENT RESURFACING AND REHABILITATION AND CONSTRUCT UP TO 8' AC SHOULDERS		765,000
3/5/2020	Bakersfield	STPL-5109(236)	A. ST. BETWEEN BRUNDAGE LN. AND CALIFORNIA AVE	ROAD REHABILITATION	(122,567)	
3/18/2020	California City	STPL-5399(028)	HACIENDA BOULEVARD FROM SOUTH LOOP BOULEVARD TO EUCALYPTUS AVENUE	ROAD REHABILITATION		32,450
4/15/2020	Ridgecrest	STPL-5385(067)	WEST WARD AVENUE FROM NORTH NORMA STREET TO NORTH CHINA LAKE BOULEVARD	PAVEMENT REHABILITATION		14,611
4/15/2020	Shafter	STPHIPL-5281(029)	JAMES ST BETWEEN CENTRAL AVE TO SHAFTER AVE	ROAD RECONSTRUCTION		47,000
5/4/2020	Delano	STPL-5227(063)	ALBANY ST BETWEEN 20TH AVE & COUNTY LINE RD; PRINCETON ST BETWEEN CECIL AVE AND 20TH AVE; SCHUSTER BETWEEN S LEXINGTON ST AND BROWNING RD	PAVEMENT RESURFACING AND REHABILITATION	39,872	
5/20/2020	McFarland	STPL-5343(010)	SOUTH SIDE OF W. KERN AVE. FROM 3RD ST. TO 4TH ST.	LANDSCAPING AND PED IMPROVEMENTS		(23,677)
6/9/2020	Ridgecrest	HSIPL-5385(060)	GRAAF AVE AT ARLENE AVE; DRUMMOND AVE AT SANDERS ST; LAS FLORES AVE AT SIERRA	INSTALL RRFB'S WITH SIGNAGE AND STRIPING AND UPGRADE ADA RAMPS		16,053
Total Activities/Adjustments (includes obligations, transfers, and exchanges)				943,432	1,126,899	
December 31, 2020 Ending Balance as of:(total beginning balance and apportionments less total activities/adjustments)				2,942,306	1,180,420	

Kern Council of Governments
HIP Activity Summary and Future Programming

Date of Transaction				HIP	
				Urban	Any Area
December 31, 2020 Unobligated Balances					
FFY 17-18 Estimated (Advanced) HIP Urban Apportionments as of 12/31/2020 unknown adjustment, will follow-up (de-obligation?)				435,478	23,677
FFY 18-19 Estimated (Advanced) HIP Urban Apportionments as of 12/31/2020				1,942,786	821,819
FFY 19-20 Estimated (Advanced) HIP Urban Apportionments as of 12/31/2020				564,042	334,924
Total Beginning Balance				2,942,306	1,226,755
	Project #	Location	Description		
FY 20/21	Bakersfield	KER180403	Bakersfield: New Stine Rd from Ming Ave to Stockdale Hwy	rehabilitation	650,000
FY 20/21	Bakersfield	KER180403	Bakersfield: South H St from Panama Ln to Pacheco Rd	rehabilitation	665,000
FY 20/21	California City	KER180403	California City: Hacienda Blvd from Cal City Blvd to Eucalyptus Ave (approximately 1,250 linear feet)	pavement rehabilitation	49,222
FY 20/21	Delano	KER180403	Delano: Albany St from Garces Hwy to 20th Ave	pavement resurfacing and/or rehabilitation	91,000
FY 20/21	Delano	KER180403	Delano: Cecil Ave from Randolph St to Browning Rd	pavement resurfacing and/or rehabilitation	91,000
FY 20/21	Kern County	KER180403	Near Arvin: Edison Rd from SR 223 to Di Giorgio Rd (3 miles)	road rehabilitation	203,147
FY 20/21	Taft	KER180403	Taft: 10th St from A St Pilgrim Ave (approx. 1,150 linear ft)	rehabilitation	28,726
FY 20/21	Wasco	KER180403	Wasco: Palm Ave from Jackson Ave to Gromer Ave at various locations	pavement rehabilitation	39,838
Total Activities/Adjustments (includes obligations, transfers, and exchanges)				1,497,000	320,933
September 30, 2021 Ending Balance as of:(total beginning balance and apportionments less total activities/adjustments)				1,445,306	905,822
September 30, 2021 Unobligated Balances				1,445,306	905,822
	Project #	Location	Description		
FY 21/22	Arvin	KER180403	Arvin: Haven Dr from Meyer St to Derby St	resurfacing/rehabilitation	75,000
FY 21/22	California City	KER180403	California City: Hacienda Blvd from Cal City Blvd to Eucalyptus Ave (approximately 1,250 linear feet)	pavement rehabilitation	1,778
FY 21/22	Kern County	KER180403	Near Wasco: Scofield Ave from Merced Ave to Wasco City Limits (3.4 miles)	road rehabilitation	871,853
FY 21/22	McFarland	KER200404	McFarland: 2nd St from Westside Corner of Harlow Ave to California Ave	landscape and pedestrian improvements	5,850
FY 21/22	Taft	KER180403	Taft: 10th St from A St Pilgrim Ave (approx. 1,150 linear ft)	rehabilitation	3,274
FY 21/22	Wasco	KER180403	Wasco: Palm Ave from Jackson Ave to Gromer Ave at various locations	pavement rehabilitation	54,162
Total Activities/Adjustments (includes obligations, transfers, and exchanges)				0	1,011,917
October 31, 2022 Ending Balance as of:(total beginning balance and apportionments less total activities/adjustments)				1,445,306	(106,095)

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

Kern COG – Virtual Meeting Via GoToMeeting
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA

Wednesday
March 3, 2021
10:00 A.M.

*On March 17, 2020 Governor Newsom issued [Executive Order, N-29-20](#). This order removes the requirement that a location be made available for the public to gather for purposes of observing and commenting at the meeting.

**OUT OF AN ABUNDANCE OF CAUTION REGARDING THE COVID-19 VIRUS, THE SCHEDULED
MARCH 3, 2021 TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING AT 10:00 A.M.
WILL BE HELD VIA TELECONFERENCE.
CALL-IN INFORMATION:**

<https://www.gotomeet.me/KernCOG/ttacmeeting>

**Dial +1 (786) 535-3211
Access Code: 269-963-557**

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) 635-2900. 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: Minutes from meeting of February 3, 2021.

IV. KERN COG STATE OF GOOD REPAIR – FY 2021-22 ESTIMATE (Snoddy)

Comment: The State Controller's Office has issued an estimate for the Kern Region's FY 2021-22 for \$1,438,351.

Action: Information.

V. FY 2021/2022 TRANSPORTATION DEVELOPMENT ACT APPORTIONMENT ESTIMATE (Snoddy)

Comment: The total Transportation Development Act (TDA) funding for the fiscal year 2021/2022 is estimated to be \$44,665,284.

Action: Information.

VI. CALL FOR PROJECTS: TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 PROGRAM (Snoddy)

Comment: 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 (Bicycle and Pedestrian).

Action: Information.

VII. **POSSIBLE REDUCTION IN TRANSPORTION DEVELOPMENT ACT (TDA) FUNDING AND THE FEDERAL TRANSIT ADMINISTRATION'S (FTA) CARES ACT** (Snoddy)

Comment: Golden Empire Transit District (GET) is introducing an innovative paratransit service called On-Demand

Action: Information.

VIII. **FTA SECTION 5310 2019 REMAINING FUNDS** (Snoddy)

Comment: Kern COG is the designated recipient of FTA Section 5310 program funds for the Fresno Metropolitan Area, which provides capital and operating assistance grants for transportation projects that meet the needs of seniors and individuals with disabilities. The funds may be used for projects where public mass transportation services are otherwise unavailable, insufficient, or inappropriate; exceed the requirements of the ADA; that improve access to fixed-route service, and; that provide alternatives to public transportation.

Action: Information.

IX. **ATP CYCLE 5 CTC STAFF RECOMMENDATIONS** (Snoddy)

Comment: The California Transportation Commission (CTC) released its staff recommendations for the statewide Active Transportation Program (ATP) Cycle 5 Call for Projects and will be considered for approval at the March 24-25 CTC meeting.

Action: Information.

X. **ACTIVE TRANSPORTATION PROGRAM CYCLE 5 – MPO PROJECT LIST** (Snoddy)

Comments: The California Transportation Commission (CTC) adopted Active Transportation Program (ATP) 2021 Fund Estimate and Guidelines on April 29, 2020 which provide provisions for MPO's to select and fund ATP projects for Cycle 5.

Action: Information.

XI. **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.

XII. **CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM – DRAFT TIMELINE AND FUNDING TIMELINE** (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.

XIII. ARVIN PROJECT STATUS REPORT (Pacheco)

Comment: Adam Ojeda, City Engineer for the City of Arvin, will provide a project status report.

Action: Information.

XIV. HIGHWAY INFRASTRUCTURE PROGRAM – STATUS UPDATE (Pacheco)

Comment: Kern COG staff will provide a Highway Infrastructure Program status update.

Action: Information.

XV. 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (Stramaglia)

Comment: Every two years in the odd-numbered year, regional transportation planning agencies are to submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission for their approval in December of the same odd-numbered year.

Action: Information.

XVI. 2022 STATE HIGHWAY OPERATIONAL AND PROTECTION PROGRAM (Stramaglia)

Comment: Every two years in the odd-numbered year, Caltrans begins updates to the State Highway Operational and Protection Program and several other related asset management plans which support the evaluation, prioritization and selection of near-term and future planned projects based on state and federal law requiring a performance-based process to meet equity, environmental and sustainability goals.

Action: Information.

XVII. ANNOUNCEMENTS

XVIII. MEMBER ITEMS

XIX. ADJOURNMENT - The next meeting will be held on March 31, 2021 (April meeting).

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

KERN COG BOARD ROOM/GO TO MEETING
1401 19th Street, Suite 300
BAKERSFIELD, CALIFORNIA

Wednesday
February 3, 2021
10:00 A.M.

Chairman Schlosser called the meeting to order at approximately 10:02 a.m. A roll call was conducted by Ms. Invina for attendance.

I. ROLL CALL

MEMBERS PRESENT:

Lorena Mendibles	Caltrans
Christine Viterelli	City of Arvin
Stuart Patteson	City of Bakersfield
Shawn Monk	California City
Ed Galero	City of Delano
Bard Lower	City of Ridgecrest
Alex Gonzalez	City of Shafter
Craig Jones	City of Taft
Jay Schlosser	City of Tehachapi
Kameron Arnold	City of Wasco
Bob Neath	County of Kern
Steve Barnes	GET
Joe West	NOR/CTSA

OTHER:

Nick Fidler	Bakersfield
Ryan Starbuck	Bakersfield
Susana Kormendi	Bakersfield
Lupita Mendoza	Caltrans
Yolanda Alcantar	Kern County
Samuel Lux	Kern County
Cindy Parra	Bike Bakersfield

STAFF:

Ahron Hakimi
Becky Napier
Rob Ball
Bob Snoddy
Linda Urata
Raquel Pacheco
Veronica McCulloch
Rochelle Invina
Joseph Stramaglia

- 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.

Chairman Schlosser asked for public comments. There were none.

III. **APPROVAL OF DISCUSSION SUMMARY: Minutes from meeting of January 6, 2021.**

Chairman Schlosser asked if there were any public comments regarding the minutes. There were none. Mr. Monk made a motion to approve, Mr. Patteson seconded. Ms. Invina performed a roll call for the vote, and motion carried unanimously with a roll call vote.

Mr. West logged on to the meeting during this item. Chairman Schlosser announced Item VII will be presented after Item X per Staff's request.

IV. **2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**

Mr. Stramaglia announced the 2022 RTIP Process has begun and CTC adopted the schedule. He will schedule workshops during the summer during the RTIP development. He provided an overview of the current adopted program and stated the Board elevated the need for Truck Climbing Lanes on SR 58. He also provided an update on the Kern COG Project Delivery Policies and Procedures. He will be asking for cost estimates of the current projects in the program.

This item was for information only. There were no comments.

V. **KCOG PROJECT DELIVERY POLICIES AND PROCEDURES UPDATE**

Mr. Stramaglia stated the KCOG Project Delivery Policy and Procedures document will be updated to require the annual status reporting of TDA Article 3 projects not yet advanced. Member agencies will need to submit Project Delivery letters of their projects. Staff is circulating the draft Policy update to both the TTAC and Kern COG Board. Comments should be sent to Kern COG no later than Thursday February 18, 2021.

This item is for information only. Mr. Schlosser reminded committee to review the draft policy and provide staff their comments. There were no other comments.

VI. **MOBILITY INNOVATIONS AND INCENTIVES PROGRAM - STATUS REPORT**

Ms. Urata provided a summary report of activities in November 1, 2020 through January 22, 2021. There were two webinars for the TRANSITIONS Symposium 2021. The materials will be posted online and there will be two more planned webinars. She announced Kern COG was awarded \$707,515 of the \$2.5 million requested by the California Energy Commission for the EV Ready Communities Phase II-Blueprint Implementation. Kern COG is working with its partners to reduce the scope of work to align with the amount awarded. The California Energy Commission is expected to approve the award during its business meeting on April 14, 2021. It was announced that the CALeVIP program is now fully subscribed, unless any of the provisionally awarded projects drop out. Ms. Urata also provided an updated report to the EV Charging Space inventory, by Zip Code.

This item is for information only. There were no comments.

VII. **APPROVAL: 2018 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT NO. 1; 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP); AND CORRESPONDING CONFORMITY ANALYSIS**

Ms. Pacheco announced the concurrent 30-day public review period closed on January 22. No changes were made to the draft documents posted on the Kern COG website. The summary of comments and responses will be incorporated into the final documentation as appropriate.

The action requested is that the Transportation Technical Advisory Committee recommend approval of the 2018 Regional Transportation Plan Amendment No.1, 2021 Federal Transportation Improvement Program, and corresponding Conformity Analysis to the Transportation Planning Policy Committee.

Motion by Mr. Patteson, Second by Mr. Lower, motion passed unanimously.

VIII. **PROJECT DELIVERY LETTERS – ATP, CMAQ, RSTP**

Ms. Pacheco presented project delivery letters for Active Transportation Program, Congestion Mitigation Air Quality Program, and Regional Surface Transportation Program. 23 projects have not yet been submitted for funding authorization representing \$24.7 million in federal/state programming.

In January, Chairman Schlosser reminded TTAC members to be prepared to give a project status report at the February TTAC meeting if submitting a project delivery letter. There are representatives present for all the letters received. Today, I did receive an email from the City of Arvin that they are preparing to submit letters and Adam Ojeda is logged into the meeting. This item is for information only.

Chairman Schlosser requested agencies provide their project status update, as needed.

Chairman Schlosser directed Kern COG staff to set-up a meeting with staff from the City of Arvin and Kern County to discuss revised delivery schedules for City of Arvin projects and report back to TTAC.

IX. **HIGHWAY INFRASTRUCTURE PROGRAM – STATUS UPDATE**

Ms. Pacheco presented the Highway Infrastructure Program status update. Kern COG staff has prepared a summary with Highway Infrastructure Program projects obligated to date as well as Highway Infrastructure Program projects programmed but not yet obligated. This was done in preparation for potential future Highway Infrastructure Program funding that may soon be available to the Kern region. While we wait for official documentation from Caltrans to know the exact amount of funds available, Kern COG would like to begin discussing options and request TTAC direction:

1. Cover the current deficit for areas under 200,000 population in fiscal year 21/22
2. Program two regional projects that are good candidates for the funding: environmental phase of the SR 58 Truck Climbing Lanes project and the right of way phase of the Hageman Flyover project.
3. Advance Regional Surface Transportation Program projects programmed in fiscal year 21/22 that are ready to advance.

The action for this item is TTAC discussion and direction to Kern COG staff.

Motion by Mr. Patteson was made to direct Kern COG staff to address Option 1 by first diverting \$106,095 of funding that comes in to fulfilling the HIP program then diverting the remainder to the two regional projects listed in Option 2.

Second by Ms. Viterelli, motion passed (with Mr. Monk voting against).

X. **PHASE 1 - KERN AREA REGIONAL GOODS-MOVEMENT OPERATIONS (KARGO) SUSTAINABILITY STUDY**

Mr. Ball presented the study on the KARGO. The KARGO study provides suggested updates to the region's goods movement strategies and transportation circulation in the Bakersfield, Shafter and surrounding County areas to better protect local communities. The area is seeing new major distribution facilities such as Amazon and Walmart locating in the Corridor along 7th Standard Rd./Merle Haggard Dr. To participate in the Phase 2 KARGO Sustainability Study, please contact Rob Ball, rball@kerncog.org or Ben Raymond, braymond@kerncog.org .

Ms. Viterelli requested to have the City of Arvin be part of the study. Mr. Monk requested a correction of the truck route in California City. The truck route in the City's General Plan is identified from Redwood Blvd. to Neuralia Rd. There were no other comments.

Motion by Mr. Monk, seconded by Mr. Lower, motion passed to recommend to the Transportation Planning Policy Committee to Receive and File.

XI. **ANNOUNCEMENTS**

Ms. Invina announced Kern County may need to borrow member agencies' Changeable Message Signs (CMS) for the County's COVID vaccination efforts. She will be following up with an email to collect contact information. She also reminded there is a virtual workshop on the Regional Early Action Plan (REAP) on February 23rd. She sent an email with the workshop details. Also, Kern COG has a MetroQuest survey on Accessory Dwelling Units (ADUs) which is now available and is on the Kern COG website.

XII. **MEMBER ITEMS**

Mr. Lower asked when the next HSIP Cycle is available, and Ms. Mendibles will get back to him with the information. Mr. Monk wanted to thank Kern COG staff and TTAC because California City finished the road rehabilitation on Hacienda Blvd.

XIII. **ADJOURNMENT – The meeting adjourned at 11:47 A.M.** The next meeting will be held on March 3, 2021.



IV. TTAC

March 3, 2021

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Robert M. Snoddy
Regional Planner

SUBJECT: TTAC AGENDA ITEM: IV.
KERN COG STATE OF GOOD REPAIR – FY 2021-22 Estimate

DESCRIPTION:

The State Controller's Office has issued an estimate for the Kern Region's FY 2021-22 for \$1,438,351.

DISCUSSION:

The Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), signed by the Governor on April 28, 2017, includes a program that will provide additional revenues for transit infrastructure repair and service improvements. This investment in public transit will be referred to as the State of Good Repair (SGR) Program. This program receives funding of approximately \$105 million annually. SGR funds are to be made available for eligible transit maintenance, rehabilitation, and capital projects.

SB 1 emphasizes the importance of accountability and transparency in the delivery of California's transportation programs. Therefore, to be eligible for SGR funding, potential agencies must comply with various reporting requirements. The SGR Guidelines will describe the general policies and procedures in carrying out the reporting requirements and other statutory objectives of the Road Repair and Accountability Act of 2017.

Kern COG staff has received the State Controller's Office estimate for the Kern Region's FY 2021-22 State of Good Repair (SGR) program for **\$1,438,351**. As per the Caltrans State of Good Repair policy, Kern COG will issue a call for projects in July or August of 2021 when the final apportionment amount is known.

Kern COG staff is providing this information to allow member agencies time to identify eligible projects.

Action:

Information

Attachment: Kern region SGR estimate for FY 2021-22



BETTY T. YEE
California State Controller

January 28, 2021

County Auditors Responsible for State of Good Repair Program Funds
Transportation Planning Agencies
County Transportation Commissions
San Diego Metropolitan Transit System

SUBJECT: Fiscal Year 2021-22 State of Good Repair Program Allocation Estimate

Enclosed is the summary schedule of State of Good Repair (SGR) program funds available to be allocated for fiscal year (FY) 2021-22 to each Transportation Planning Agency (TPA), county transportation commission, and the San Diego Metropolitan Transit System for the purposes of Public Utilities Code (PUC) section 99312.1(c). Allocations for the SGR program are calculated pursuant to the distribution formulas in PUC sections 99313 and 99314. Also enclosed is a schedule detailing the estimated available amount calculated pursuant to PUC section 99314 for each TPA by operator.

PUC section 99313 allocations are based on the latest available annual population estimates from the Department of Finance. PUC section 99314 allocations are based on the revenue amount for each STA-eligible operator, determined from annual reports submitted to the State Controller's Office (SCO) pursuant to PUC section 99243.

According to the FY 2021-22 proposed California Budget, the estimated amount of SGR program funds budgeted is \$117,489,000. Prior to receiving an apportionment of SGR program funds in a fiscal year, an agency must submit a list of proposed projects to the California Department of Transportation (DOT). DOT reports to SCO the eligible agencies that will receive an allocation quarterly pursuant to PUC sections 99313 and 99314. SCO anticipates that the first quarter's allocation to eligible agencies will be paid by November 30, 2021. Please refer to the schedule for the amounts that relate to your agency.

Please contact Mike Silvera by telephone at (916) 323-0704 or email at msilvera@sco.ca.gov with any questions, or for additional information about this schedule. Information for the SGR program can be found on the DOT website at: <https://dot.ca.gov/programs/rail-and-mass-transportation/state-transit-assistance-state-of-good-repair>.

Sincerely,

MELMA DIZON
Manager
Local Apportionments Section

Enclosures

STATE CONTROLLER'S OFFICE
2021-22 STATE OF GOOD REPAIR PROGRAM
ESTIMATED AVAILABLE AMOUNT SUMMARY
JANUARY 28, 2021

<u>Regional Entity</u>	Estimated Available 2021-22 Amount Based on PUC 99313 Allocation	Estimated Available 2021-22 Amount Based on PUC 99314 Allocation	Total Estimated Available 2021-22 Amount Allocation
	A	B	C= (A + B)
Metropolitan Transportation Commission	\$ 11,503,725.00	\$ 31,477,988.00	\$ 42,981,713.00
Sacramento Area Council of Governments	2,889,328.00	1,018,082.00	3,907,410.00
San Diego Association of Governments	1,429,959.00	349,924.00	1,779,883.00
San Diego Metropolitan Transit System	3,506,932.00	1,440,702.00	4,947,634.00
Tahoe Regional Planning Agency	158,662.00	9,283.00	167,945.00
Alpine County Transportation Commission	1,687.00	132.00	1,819.00
Amador County Transportation Commission	55,633.00	2,105.00	57,738.00
Butte County Association of Governments	310,522.00	16,747.00	327,269.00
Calaveras County Local Transportation Commission	66,482.00	819.00	67,301.00
Colusa County Local Transportation Commission	32,341.00	1,453.00	33,794.00
Del Norte County Local Transportation Commission	40,309.00	2,109.00	42,418.00
El Dorado County Local Transportation Commission	255,622.00	17,845.00	273,467.00
Fresno County Council of Governments	1,511,119.00	274,689.00	1,785,808.00
Glenn County Local Transportation Commission	43,413.00	1,228.00	44,641.00
Humboldt County Association of Governments	196,837.00	33,789.00	230,626.00
Imperial County Transportation Commission	278,753.00	25,608.00	304,361.00
Inyo County Local Transportation Commission	27,442.00	0.00	27,442.00
Kern Council of Governments	1,354,884.00	83,467.00	1,438,351.00
Kings County Association of Governments	226,822.00	9,132.00	235,954.00
Lake County/City Council of Governments	94,563.00	5,144.00	99,707.00
Lassen County Local Transportation Commission	42,576.00	1,927.00	44,503.00
Los Angeles County Metropolitan Transportation Authority	15,021,664.00	19,459,001.00	34,480,665.00
Madera County Local Transportation Commission	233,524.00	7,854.00	241,378.00
Mariposa County Local Transportation Commission	26,679.00	753.00	27,432.00
Mendocino Council of Governments	129,864.00	9,876.00	139,740.00
Merced County Association of Governments	418,655.00	20,461.00	439,116.00
Modoc County Local Transportation Commission	14,132.00	1,110.00	15,242.00
Mono County Local Transportation Commission	19,882.00	29,125.00	49,007.00
Transportation Agency for Monterey County	651,404.00	202,511.00	853,915.00
Nevada County Local Transportation Commission	144,878.00	7,138.00	152,016.00
Orange County Transportation Authority	4,716,840.00	1,699,424.00	6,416,264.00
Placer County Transportation Planning Agency	467,171.00	68,143.00	535,314.00
Plumas County Local Transportation Commission	26,963.00	4,404.00	31,367.00
Riverside County Transportation Commission	3,606,374.00	597,994.00	4,204,368.00
Council of San Benito County Governments	92,072.00	1,561.00	93,633.00
San Bernardino County Transportation Authority	3,219,842.00	693,511.00	3,913,353.00
San Joaquin Council of Governments	1,142,367.00	266,140.00	1,408,507.00
San Luis Obispo Area Council of Governments	409,408.00	28,929.00	438,337.00
Santa Barbara County Association of Governments	667,200.00	168,359.00	835,559.00
Santa Cruz County Transportation Commission	400,510.00	359,756.00	760,266.00
Shasta Regional Transportation Agency	262,906.00	14,003.00	276,909.00
Sierra County Local Transportation Commission	4,728.00	183.00	4,911.00
Siskiyou County Local Transportation Commission	65,652.00	2,798.00	68,450.00
Stanislaus Council of Governments	823,529.00	46,798.00	870,327.00
Tehama County Transportation Commission	96,171.00	2,007.00	98,178.00
Trinity County Transportation Commission	20,006.00	786.00	20,792.00
Tulare County Association of Governments	708,747.00	75,370.00	784,117.00
Tuolumne County Transportation Council	81,092.00	2,096.00	83,188.00
Ventura County Transportation Commission	1,244,629.00	202,236.00	1,446,865.00
State Totals	\$ 58,744,500.00	\$ 58,744,500.00	\$ 117,489,000.00

STATE CONTROLLER'S OFFICE
2021-22 STATE OF GOOD REPAIR PROGRAM ESTIMATED AVAILABLE AMOUNT
BASED ON PUC 99314 ALLOCATION DETAIL
JANUARY 28, 2021

Regional Entity and Operator(s)	Revenue Basis	Estimated Available 2021-22 Amount Based on PUC 99314 Allocation
Altamont Corridor Express*		
Alameda County Congestion Management Agency	\$ NA	\$ 45,946.00
Santa Clara Valley Transportation Authority	NA	26,508.00
San Joaquin Regional Rail Commission	NA	148,441.00
Regional Entity Totals	<u>0</u>	<u>220,895.00</u>
	0	(220,895.00)
Metropolitan Transportation Commission		
Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco**	2,032,465,904	20,959,774.00
Central Contra Costa Transit Authority	12,684,408	130,808.00
City of Dixon	123,850	1,277.00
Eastern Contra Costa Transit Authority	6,132,724	63,244.00
City of Fairfield	2,250,751	23,211.00
Golden Gate Bridge Highway and Transportation District	138,827,667	1,431,657.00
Livermore-Amador Valley Transit Authority	6,084,421	62,746.00
Marin County Transit District	23,726,064	244,675.00
Napa County Transportation and Planning Agency	1,722,522	17,763.00
Peninsula Corridor Joint Powers Board	144,681,126	1,492,021.00
City of Petaluma	739,065	7,622.00
City of Rio Vista	39,373	406.00
San Francisco Bay Area Water Emergency Transportation Authority	39,452,081	406,849.00
San Mateo County Transit District	145,105,738	1,496,400.00
Santa Clara Valley Transportation Authority	439,800,215	4,535,433.00
City of Santa Rosa	2,483,478	25,611.00
Solano County Transit	5,290,076	54,554.00
County of Sonoma	3,459,517	35,676.00
Sonoma-Marin Area Rail Transit District	29,993,581	309,308.00
City of Union City	1,879,467	19,382.00
City of Vacaville	402,817	4,154.00
Western Contra Costa Transit Authority	8,044,931	82,963.00
Regional Entity Subtotals	<u>3,045,389,776</u>	<u>31,405,534.00</u>
Alameda County Congestion Management Agency - Corresponding to ACE*	NA	45,946.00
Santa Clara Valley Transportation Authority - Corresponding to ACE*	NA	26,508.00
Regional Entity Totals	<u>3,045,389,776</u>	<u>31,477,988.00</u>
Sacramento Area Council of Governments		
City of Davis (Unitrans)	2,957,630	30,501.00
City of Elk Grove	2,129,534	21,961.00
City of Folsom	335,031	3,455.00
County of Sacramento	1,189,071	12,262.00
Sacramento Regional Transit System	86,078,696	887,685.00
Yolo County Transportation District	4,689,895	48,364.00
Yuba Sutter Transit Authority	1,343,449	13,854.00
Regional Entity Totals	<u>98,723,306</u>	<u>1,018,082.00</u>

* The amounts allocated to the member agencies of Altamont Corridor Express are included with their corresponding transportation planning agency.

** The amounts for Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco are combined.

STATE CONTROLLER'S OFFICE
2021-22 STATE OF GOOD REPAIR PROGRAM ESTIMATED AVAILABLE AMOUNT
BASED ON PUC 99314 ALLOCATION DETAIL
JANUARY 28, 2021

Regional Entity and Operator(s)	Revenue Basis	Estimated Available 2021-22 Amount Based on PUC 99314 Allocation
San Diego Association of Governments North County Transit District	33,932,036	349,924.00
San Diego Metropolitan Transit System San Diego Metropolitan Transit System	33,958,141	350,193.00
San Diego Transit Corporation	62,951,421	649,186.00
San Diego Trolley, Inc.	42,794,978	441,323.00
Regional Entity Totals	<u>139,704,540</u>	<u>1,440,702.00</u>
Southern California Regional Rail Authority*** Los Angeles County Metropolitan Transportation Authority	NA	1,224,268.00
Orange County Transportation Authority	NA	537,633.00
Riverside County Transportation Commission	NA	273,579.00
San Bernardino County Transportation Authority	NA	276,266.00
Ventura County Transportation Commission	NA	130,928.00
Regional Entity Totals	<u>0</u>	<u>2,442,674.00</u>
	0	(2,442,674.00)
Tahoe Regional Planning Agency Tahoe Transportation District	900,147	9,283.00
Alpine County Transportation Commission County of Alpine	12,816	132.00
Amador County Transportation Commission Amador Regional Transit System	204,076	2,105.00
Butte County Association of Governments Butte Regional Transit	1,601,714	16,518.00
City of Gridley - Specialized Service	22,232	229.00
Regional Entity Totals	<u>1,623,946</u>	<u>16,747.00</u>
Calaveras County Local Transportation Commission County of Calaveras	79,417	819.00
Colusa County Local Transportation Commission County of Colusa	140,877	1,453.00
Del Norte County Local Transportation Commission Redwood Coast Transit Authority	204,530	2,109.00
El Dorado County Local Transportation Commission El Dorado County Transit Authority	1,730,379	17,845.00

*** The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

STATE CONTROLLER'S OFFICE
2021-22 STATE OF GOOD REPAIR PROGRAM ESTIMATED AVAILABLE AMOUNT
BASED ON PUC 99314 ALLOCATION DETAIL
JANUARY 28, 2021

Regional Entity and Operator(s)	Revenue Basis	Estimated Available 2021-22 Amount Based on PUC 99314 Allocation
Fresno County Council of Governments		
City of Clovis	1,770,328	18,256.00
City of Fresno	22,991,076	237,095.00
Fresno County Rural Transit Agency	1,875,194	19,338.00
Regional Entity Totals	26,636,598	274,689.00
Glenn County Local Transportation Commission		
County of Glenn Transit Service	119,071	1,228.00
Humboldt County Association of Governments		
City of Arcata	213,054	2,197.00
City of Blue Lake	0	0.00
Humboldt Transit Authority	3,063,481	31,592.00
Regional Entity Totals	3,276,535	33,789.00
Imperial County Transportation Commission		
Imperial County Transportation Commission	2,462,028	25,390.00
Quechan Indian Tribe	21,107	218.00
Regional Entity Totals	2,483,135	25,608.00
Inyo County Local Transportation Commission	None	None
Kern Council of Governments		
City of Arvin	62,152	641.00
City of California City	25,760	266.00
City of Delano	279,451	2,882.00
Golden Empire Transit District	5,882,508	60,663.00
County of Kern	1,194,767	12,321.00
City of McFarland	12,106	125.00
City of Ridgecrest	159,250	1,642.00
City of Shafter	57,568	594.00
City of Taft	360,169	3,714.00
City of Tehachapi	28,252	291.00
City of Wasco	31,839	328.00
Regional Entity Totals	8,093,822	83,467.00
Kings County Association of Governments		
City of Corcoran	122,620	1,265.00
Kings County Area Public Transit Agency	762,823	7,867.00
Regional Entity Totals	885,443	9,132.00
Lake County/City Council of Governments		
Lake Transit Authority	498,852	5,144.00
Lassen County Local Transportation Commission		
Lassen Transit Service Agency	186,872	1,927.00

STATE CONTROLLER'S OFFICE
2021-22 STATE OF GOOD REPAIR PROGRAM ESTIMATED AVAILABLE AMOUNT
BASED ON PUC 99314 ALLOCATION DETAIL
JANUARY 28, 2021

Regional Entity and Operator(s)	Revenue Basis	Estimated Available 2021-22 Amount Based on PUC 99314 Allocation
Los Angeles County Metropolitan Transportation Authority		
Antelope Valley Transit Authority	20,326,872	209,621.00
City of Arcadia	1,607,131	16,574.00
City of Burbank	3,769,842	38,876.00
City of Claremont	456,234	4,705.00
City of Commerce	4,235,696	43,681.00
City of Culver City	15,278,536	157,560.00
Foothill Transit Zone	67,815,955	699,351.00
City of Gardena	13,772,242	142,026.00
City of Glendale	8,225,171	84,822.00
City of La Mirada	874,670	9,020.00
Long Beach Public Transportation Company	60,542,189	624,341.00
City of Los Angeles	98,801,791	1,018,892.00
County of Los Angeles	6,316,927	65,143.00
Los Angeles County Metropolitan Transportation Authority	1,332,273,335	13,739,050.00
City of Montebello	20,096,742	207,247.00
City of Norwalk	9,188,277	94,754.00
City of Pasadena	7,704,457	79,452.00
City of Redondo Beach	2,905,619	29,964.00
City of Santa Clarita	26,010,198	268,230.00
City of Santa Monica	47,544,183	490,299.00
Southern California Regional Rail Authority***	236,865,779	NA
City of Torrance	20,472,763	211,125.00
Regional Entity Subtotals	2,005,084,609	18,234,733.00
Los Angeles County Metropolitan Transportation Authority - Corresponding to SCRRRA***	NA	1,224,268.00
Regional Entity Totals	2,005,084,609	19,459,001.00
Madera County Local Transportation Commission		
City of Chowchilla	524,476	5,409.00
City of Madera	169,785	1,751.00
County of Madera	67,286	694.00
Regional Entity Totals	761,547	7,854.00
Mariposa County Local Transportation Commission		
County of Mariposa	73,004	753.00
Mendocino Council of Governments		
Mendocino Transit Authority	957,692	9,876.00
Merced County Association of Governments		
Transit Joint Powers Authority of Merced County	1,025,125	10,572.00
Yosemite Area Regional Transportation System (YARTS)	958,913	9,889.00
Regional Entity Totals	1,984,038	20,461.00
Modoc County Local Transportation Commission		
Modoc Transportation Agency - Specialized Service	107,653	1,110.00

*** The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

STATE CONTROLLER'S OFFICE
2021-22 STATE OF GOOD REPAIR PROGRAM ESTIMATED AVAILABLE AMOUNT
BASED ON PUC 99314 ALLOCATION DETAIL
JANUARY 28, 2021

Regional Entity and Operator(s)	Revenue Basis	Estimated Available 2021-22 Amount Based on PUC 99314 Allocation
Mono County Local Transportation Commission Eastern Sierra Transit Authority	2,824,223	29,125.00
Transportation Agency for Monterey County Monterey-Salinas Transit	19,637,486	202,511.00
Nevada County Local Transportation Commission County of Nevada City of Truckee Regional Entity Totals	369,077 323,083 <hr/> 692,160	3,806.00 3,332.00 <hr/> 7,138.00
Orange County Transportation Authority City of Laguna Beach Orange County Transportation Authority Regional Entity Subtotals Orange County Transportation Authority - Corresponding to SCRRA*** Regional Entity Totals	1,910,271 110,748,483 112,658,754 NA <hr/> 112,658,754	19,700.00 1,142,091.00 1,161,791.00 537,633.00 <hr/> 1,699,424.00
Placer County Transportation Planning Agency City of Auburn County of Placer City of Roseville Regional Entity Totals	21,830 5,410,141 1,175,827 <hr/> 6,607,798	225.00 55,792.00 12,126.00 <hr/> 68,143.00
Plumas County Local Transportation Commission County of Plumas County Service Area 12 - Specialized Service Regional Entity Totals	346,829 80,198 <hr/> 427,027	3,577.00 827.00 <hr/> 4,404.00
Riverside County Transportation Commission City of Banning City of Beaumont City of Corona Palo Verde Valley Transit Agency City of Riverside - Specialized Service Riverside Transit Agency Sunline Transit Agency Regional Entity Subtotals Riverside County Transportation Commission - Corresponding to SCRRA*** Regional Entity Totals	208,349 318,557 426,555 175,762 493,635 18,329,390 11,506,078 31,458,326 NA <hr/> 31,458,326	2,149.00 3,285.00 4,399.00 1,813.00 5,091.00 189,022.00 118,656.00 324,415.00 273,579.00 <hr/> 597,994.00
Council of San Benito County Governments San Benito County Local Transportation Authority	151,384	1,561.00

*** The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

STATE CONTROLLER'S OFFICE
2021-22 STATE OF GOOD REPAIR PROGRAM ESTIMATED AVAILABLE AMOUNT
BASED ON PUC 99314 ALLOCATION DETAIL
JANUARY 28, 2021

Regional Entity and Operator(s)	Revenue Basis	Estimated Available 2021-22 Amount Based on PUC 99314 Allocation
San Bernardino County Transportation Authority		
Morongo Basin Transit Authority	1,027,787	10,599.00
Mountain Area Regional Transit Authority	564,732	5,824.00
City of Needles	58,190	600.00
Omnitrans	34,279,207	353,504.00
Victor Valley Transit Authority	4,530,204	46,718.00
Regional Entity Subtotals	40,460,120	417,245.00
San Bernardino County Transportation Authority - Corresponding to SCRRRA***	NA	276,266.00
Regional Entity Totals	40,460,120	693,511.00
San Joaquin Council of Governments		
Altamont Corridor Express *	21,420,132	NA
City of Escalon	51,911	535.00
City of Lodi	887,825	9,156.00
City of Manteca	77,826	803.00
City of Ripon	44,345	457.00
San Joaquin Regional Transit District	10,156,807	104,742.00
City of Tracy	194,489	2,006.00
Regional Entity Subtotals	32,833,335	117,699.00
San Joaquin Regional Rail Commission - Corresponding to ACE*	NA	148,441.00
Regional Entity Totals	32,833,335	266,140.00
San Luis Obispo Area Council of Governments		
City of Arroyo Grande - Specialized Service	0	0.00
City of Atascadero	37,783	390.00
City of Morro Bay	42,401	437.00
City of Pismo Beach - Specialized Service	0	0.00
City of San Luis Obispo Transit	821,105	8,468.00
San Luis Obispo Regional Transit Authority	1,673,045	17,253.00
South County Area Transit	230,837	2,381.00
Regional Entity Totals	2,805,171	28,929.00
Santa Barbara County Association of Governments		
City of Guadalupe	69,525	717.00
City of Lompoc	136,501	1,408.00
County of Santa Barbara	0	0.00
Santa Barbara County Association of Governments (SBCAG)	1,620,453	16,711.00
Santa Barbara Metropolitan Transit District	13,488,703	139,102.00
City of Santa Maria	906,214	9,345.00
City of Solvang	104,313	1,076.00
Regional Entity Totals	16,325,709	168,359.00
Santa Cruz County Transportation Commission		
Santa Cruz Metropolitan Transit District	34,885,448	359,756.00

* The amounts allocated to the member agencies of Altamont Corridor Express are included with their corresponding transportation planning agency.

*** The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

STATE CONTROLLER'S OFFICE
2021-22 STATE OF GOOD REPAIR PROGRAM ESTIMATED AVAILABLE AMOUNT
BASED ON PUC 99314 ALLOCATION DETAIL
JANUARY 28, 2021

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	<u>Estimated Available 2021-22 Amount Based on PUC 99314 Allocation</u>
Shasta Regional Transportation Agency Redding Area Bus Authority	1,357,867	14,003.00
Sierra County Local Transportation Commission County of Sierra - Specialized Service	17,768	183.00
Siskiyou County Local Transportation Commission County of Siskiyou	271,330	2,798.00
Stanislaus Council of Governments City of Ceres	70,776	730.00
City of Modesto	3,366,714	34,719.00
County of Stanislaus	806,855	8,321.00
City of Turlock	293,666	3,028.00
Regional Entity Totals	<u>4,538,011</u>	<u>46,798.00</u>
Tehama County Transportation Commission County of Tehama	194,589	2,007.00
Trinity County Transportation Commission County of Trinity	76,212	786.00
Tulare County Association of Governments City of Dinuba	276,368	2,850.00
City of Porterville	846,792	8,733.00
City of Tulare	589,094	6,075.00
County of Tulare	1,191,032	12,283.00
City of Visalia	4,391,535	45,288.00
City of Woodlake	13,667	141.00
Regional Entity Totals	<u>7,308,488</u>	<u>75,370.00</u>
Tuolumne County Transportation Council County of Tuolumne	203,234	2,096.00
Ventura County Transportation Commission City of Camarillo	751,079	7,745.00
Gold Coast Transit District	4,272,461	44,060.00
City of Moorpark	299,991	3,094.00
City of Simi Valley	1,167,392	12,039.00
City of Thousand Oaks	423,749	4,370.00
Regional Entity Subtotals	<u>6,914,672</u>	<u>71,308.00</u>
Ventura County Transportation Commission - Corresponding to SCRRRA***	NA	130,928.00
Regional Entity Totals	<u>6,914,672</u>	<u>202,236.00</u>
STATE TOTALS	<u><u>\$ 5,696,443,829</u></u>	<u><u>\$ 58,744,500.00</u></u>

*** The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.



V.
TTAC

March 3, 2021

TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: Ahron Hakimi,
Executive Director

BY: Robert M. Snoddy
Regional Planner

SUBJECT: TTAC AGENDA ITEM: V.
FY 2021/2022 TRANSPORTATION DEVELOPMENT ACT APPORTIONMENT
ESTIMATE

DESCRIPTION:

The total Transportation Development Act (TDA) funding for the fiscal year 2021/2022 is estimated to be \$44,665,284.

DISCUSSION:

The Transportation Development Act (TDA) was established in 1971 as the Mills-Alquist-Dede Act (SB 325) and enacted by the California Legislature to improve existing public transit services and encourage regional transportation coordination. The TDA provides two funding sources:

1. Local Transportation Fund (LTF), which is derived from the statewide sales tax collected statewide (1/4 cent general sales) and
2. State Transit Assistance Fund (STA), which is derived from the statewide sales tax on diesel fuel (adjusted by legislation).

TDA Fund revenues from the county's LTF must be apportioned, by population, to areas within the county. An area can be a transit district (designated by the City of Bakersfield to be Golden Empire Transit District), city (the incorporated municipalities in Kern County), county (County of Kern and Kern Transit), etc. Where there is a transit district, separate apportionments are made to areas within and outside the district. Using Kern County as an example: The City of Bakersfield apportions its TDA apportionment to Golden Empire Transit District by agreement and a portion of the County's apportionment goes to Golden Empire Transit District to serve county residents residing within the unincorporated but urbanized area within Golden Empire Transit District's defined service area also by agreement (Kern-In). The County of Kern and Kern Transit receives the remaining LTF funds (Kern-Out) for the unincorporated areas of the county for fixed-route, regional routes, and contracted demand responsive service (Dial-a-Ride) throughout rural Kern County and by contract with the City of Tehachapi.

TDA Fund revenues from the State Transit Assistant (STA) portion of TDA provides a second source of TDA funding for transportation planning and mass transportation purposes as specified by the Legislature. STA funds are allocated to the operator within the county. The allocations are based on the operator's share of revenues when compared with all of the other operators in the State. STA funds may not be allocated to fund an operator's administration cost or streets and roads project. Once member agency staff is aware of its outstanding TDA balance, Kern COG staff will work collectively and directly with member agency staff to process all outstanding TDA Local Transit Funds (LTF) and State Transit Assistance Fund (STAF) fiscal year claims. TDA funds have no sunset clause and remain available to the member agency until claimed.

Please note: There is no requirement for member agencies to file their entire estimated apportionment within any given fiscal year. Although Kern COG staff recommends its member agencies file an annual Public Transit claim to assist its annual transit service costs, larger transit agencies may delay spending annually apportioned funds for large capital projects such as facility replacement(s), fleet replacement, expensive streets and roads maintenance projects, etc.

All TDA claims filed within any fiscal year will be disbursed once the State of California's Department of Finance provides funds for the member agency (usually every quarter).

Member agency staff may contact Bob Snoddy, Regional Planner, or Greg Palomo, Financial Services Director to assist with and initiate the TDA claim process.

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 2021/2022 to be as follows:

<u>Fund</u>	<u>FY 2020/21 Amount</u>	<u>FY2021/22 Amount</u>	<u>Percent Inc. (Decr.)</u>
Local Transportation Fund #24075	\$39,377,019	\$37,940,144	(3.78%)
State Transit Assistance Fund #24076	\$9,343,431	\$6,725,140	(38.9%)
TOTAL	\$48,168,807	\$44,665,284	(7.84%)

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. Also, these estimates have been revised in response to new local population estimates provided by the California Department of Finance on February 12, 2021. This information has been forwarded to staff representatives of each prospective claimant.

ACTION: Information

Attachments:

Kern County LTF Fund estimate and apportionment schedule A and B

California State Controller FY 2021-22 Local Transit Funds Allocation Preliminary Estimate

California State Controller FY 2021-22 State Transit Assistance Allocation Preliminary Estimate

Kern Council of Governments
 Transportation Development Act -- "Schedule A"
 LTF STAF FUND ESTIMATE AND APPORTIONMENT FACTORS
 FY 2020/21

Revised: February 16, 2021

Prospective Claimant	POPULATION BASIS 01/01/20	POPULATION RATIO	L.T.F. POPULATION APPORTIONMENT	S.T.A.F. POPULATION APPORTIONMENT	REVENUE BASIS	S.T.A.F. REVENUE RATIO	S.T.A.F. REVENUE APPORTIONMENT	TOTAL APPORTIONMENT
ARVIN	21,677	2.36%	\$ 843,528.96	\$ 149,660.23	62,152	0.77%	\$ 2,997.00	\$ 996,186.19
BAKERSFIELD (1)	392,756	42.80%	\$ 14,519,352.65	\$ 2,711,627.70	0	0.00%	\$ -	\$ 17,230,980.35
CALIFORNIA CITY	14,161	1.54%	\$ 551,054.74	\$ 97,769.00	25,760	0.32%	\$ 1,242.00	\$ 650,065.74
DELANO	53,032	5.78%	\$ 2,063,663.23	\$ 366,138.37	279,451	3.45%	\$ 13,474.00	\$ 2,443,275.60
GOLDEN EMPIRE TRANS (1)	N/A	0.00%	\$ -	\$ -	5,882,508	72.68%	\$ 283,636.00	\$ 283,636.00
MARICOPA	1,127	0.12%	\$ 43,855.57	\$ 7,780.92	0	0.00%	\$ -	\$ 51,636.49
MCFARLAND	14,388	1.57%	\$ 559,888.12	\$ 99,336.23	12,106	0.15%	\$ 585.00	\$ 659,809.34
RIDGECREST	29,350	3.20%	\$ 1,142,112.61	\$ 202,635.41	159,250	1.97%	\$ 7,679.00	\$ 1,352,427.02
SHAFTER	20,441	2.23%	\$ 795,431.82	\$ 141,126.76	57,568	0.71%	\$ 2,776.00	\$ 939,334.58
TAFT	8,680	0.95%	\$ 337,769.59	\$ 59,927.61	360,169	4.45%	\$ 17,366.00	\$ 415,063.20
TEHACHAPI	12,758	1.39%	\$ 496,459.03	\$ 88,082.54	28,252	0.35%	\$ 1,362.00	\$ 585,903.57
WASCO	28,884	3.15%	\$ 1,123,978.89	\$ 199,418.10	31,839	0.39%	\$ 1,535.00	\$ 1,324,931.99
KERN CO.-IN (1)	112,572	12.27%	\$ 4,161,543.15	\$ 777,207.91	0	0.00%	\$ -	\$ 4,938,751.06
KERN CO.-OUT	207,727	22.64%	\$ 8,083,398.48	\$ 1,434,169.23	1,194,767	14.76%	\$ 57,608.00	\$ 9,575,175.72
METRO-BAKERSFIELD CTSA	N/A	N/A	\$ 983,205.04	\$ -	0	0.00%	\$ -	\$ 983,205.04
TOTALS	917,553	100.00%	\$ 35,705,241.88	\$ 6,334,880.00	8,093,822	100.00%	\$ 390,260.00	\$ 42,430,381.88
PROOF	917,553	100.00%	\$ 35,705,241.88	\$ 6,334,880.00	8,093,822	100.00%	\$ 390,260.00	\$ 42,430,381.88
KERN COG ADMINISTRATION	N/A	1.00%	\$ 379,401.44	\$ -	N/A	\$ -	\$ -	\$ 379,401.44
KERN PEDESTRIAN/BIKEWAY	N/A	2.00%	\$ 751,214.85	\$ -	N/A	\$ -	\$ -	\$ 751,214.85
KERN COG PLANNING (2)	N/A	3.00%	\$ 1,104,285.83	\$ -	N/A	\$ -	\$ -	\$ 1,104,285.83
ESTIMATED TOTAL	N/A		\$ 37,940,144.00	\$ -	N/A	\$ -	\$ -	\$ 44,665,284.00
			\$ 37,940,144.00					

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 77.69% AND 22.31% 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 2020/21

From FY 2020/2	% Calc
111,766	35.1%
206,240	64.9%

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT

SCHEDULE "B"

PLANNING CONTRIBUTIONS BY AREA OF APPORTIONMENT

Fiscal Year 2021-2022

Revised: February 12.2021

Prospective Claimant	POPULATION BASIS at 01/01/19	POPULATION RATIO	PLANNING CONTRIBUTION
ARVIN	21,677	2.36%	\$ 27,077
CALIFORNIA CITY	14,161	1.54%	\$ 17,688
DELANO	53,032	5.78%	\$ 66,242
GOLDEN EMPIRE TRANSIT	505,328	55.07%	\$ 631,201
MARICOPA	1,127	0.12%	\$ 1,408
MCFARLAND	14,388	1.57%	\$ 17,972
RIDGECREST	29,350	3.20%	\$ 36,661
SHAFTER	20,441	2.23%	\$ 25,533
TAFT	8,680	0.95%	\$ 10,842
TEHACHAPI	12,758	1.39%	\$ 15,936
WASCO	28,884	3.15%	\$ 36,079
KERN TRANSIT	207,727	22.64%	\$ 259,470
TOTALS	-	-	-
PROOF	917,553	100.00%	\$ 1,146,108
	917,553	100.00%	\$ 1,146,108

Table 2: E-5 City/County Population and Housing Estimates, 1/1/2020

County	City	Total
Kern	Arvin	21,677
Kern	Bakersfield	392,756
Kern	California City	14,161
Kern	Delano	53,032
Kern	Maricopa	1,127
Kern	Mcfarland	14,388
Kern	Ridgecrest	29,350
Kern	Shafter	20,441
Kern	Taft	8,680
Kern	Tehachapi	12,758
Kern	Wasco	28,884
Kern	Balance Of County	320,299
Kern	Incorporated	597,254
Kern	County Total	917,553



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 12, 2021

To: Kern COG

Attn: Greg Palomo, Administrative Officer

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

By:  Rachael Martinez, Senior Accountant, FMS

Subject: Fiscal year 2021-2022 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 2021-2022 \$37,940,143.82

If you have any questions or need additional information, please contact me at (661) 868-3563 or rzmartinez@kerncounty.com.



BETTY T. YEE
California State Controller

January 28, 2021

County Auditors Responsible for State Transit Assistance Funds
Transportation Planning Agencies
County Transportation Commissions
San Diego Metropolitan Transit System

SUBJECT: Fiscal Year 2021-22 State Transit Assistance Allocation Preliminary Estimate

Enclosed is a preliminary summary schedule of State Transit Assistance (STA) funds estimated to be allocated for fiscal year (FY) 2021-22 to each Transportation Planning Agency (TPA), county transportation commission, and the San Diego Metropolitan Transit System for the purposes of Public Utilities Code (PUC) sections 99313 and 99314. Also enclosed is a schedule detailing the amount of the PUC section 99314 allocation for each TPA by operator.

PUC section 99313 allocations are based on the latest available annual population estimates from the Department of Finance. PUC section 99314 allocations are based on the revenue amount for each STA-eligible operator, determined from annual reports submitted to the State Controller's Office (SCO) pursuant to PUC section 99243. Pursuant to PUC section 99314.3, each TPA is required to allocate funds to the STA-eligible operators in the area of its jurisdiction.

According to the FY 2021-22 proposed California Budget, the estimated amount of STA funds budgeted is \$549,330,000. SCO anticipates the first quarter's allocation will be paid by November 30, 2021. Please refer to the schedule for the amounts that relate to your agency.

Please contact Mike Silvera by telephone at (916) 323-0704 or email at msilvera@sco.ca.gov with any questions, or for additional information.

Sincerely,

MELMA DIZON
Manager
Local Apportionments Section

Enclosures

STATE CONTROLLER'S OFFICE
2021-22 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE
SUMMARY
JANUARY 28, 2021

Regional Entity	PUC 99313 Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a) Fiscal Year 2021-22 Estimate		PUC 99313 Funds from RTC Sections 6051.8(b), and 6201.8(b) Fiscal Year 2021-22 Estimate		PUC 99314 Fiscal Year 2021-22 Estimate	Total Fiscal Year 2021-22 Estimate
	A	B	C	D= (A+B+C)		
Metropolitan Transportation Commission	\$ 29,630,300	\$ 24,156,363	\$ 147,178,092	\$ 200,964,755		
Sacramento Area Council of Governments	7,442,082	6,067,223	4,760,134	18,269,439		
San Diego Association of Governments	3,683,165	3,002,733	1,636,098	8,321,996		
San Diego Metropolitan Transit System	9,032,853	7,364,113	6,736,124	23,133,090		
Tahoe Regional Planning Agency	408,668	333,171	43,403	785,242		
Alpine County Transportation Commission	4,343	3,541	619	8,503		
Amador County Transportation Commission	143,296	116,823	9,840	269,959		
Butte County Association of Governments	799,815	652,056	78,302	1,530,173		
Calaveras County Local Transportation Commission	171,239	139,604	3,829	314,672		
Colusa County Local Transportation Commission	83,301	67,912	6,793	158,006		
Del Norte County Local Transportation Commission	103,824	84,644	9,862	198,330		
El Dorado County Local Transportation Commission	658,409	536,774	83,433	1,278,616		
Fresno County Council of Governments	3,892,210	3,173,158	1,284,334	8,349,702		
Glenn County Local Transportation Commission	111,819	91,162	5,741	208,722		
Humboldt County Association of Governments	506,997	413,334	157,984	1,078,315		
Imperial County Transportation Commission	717,989	585,347	119,729	1,423,065		
Inyo County Local Transportation Commission	70,682	57,624	0	128,306		
Kern Council of Governments	3,489,794	2,845,086	390,260	6,725,140		
Kings County Association of Governments	584,228	476,297	42,693	1,103,218		
Lake County/City Council of Governments	243,568	198,571	24,054	466,193		
Lassen County Local Transportation Commission	109,663	89,403	9,011	208,077		
Los Angeles County Metropolitan Transportation Authority	38,691,503	31,543,589	90,982,247	161,217,339		
Madera County Local Transportation Commission	601,492	490,371	36,719	1,128,582		
Mariposa County Local Transportation Commission	68,715	56,021	3,520	128,256		
Mendocino Council of Governments	334,491	272,697	46,177	653,365		
Merced County Association of Governments	1,078,335	879,123	95,664	2,053,122		
Modoc County Local Transportation Commission	36,398	29,674	5,190	71,262		
Mono County Local Transportation Commission	51,209	41,748	136,175	229,132		
Transportation Agency for Monterey County	1,677,830	1,367,866	946,859	3,992,555		
Nevada County Local Transportation Commission	373,164	304,225	33,373	710,762		
Orange County Transportation Authority	12,149,229	9,904,766	7,945,808	29,999,803		
Placer County Transportation Planning Agency	1,203,299	981,000	318,607	2,502,906		
Plumas County Local Transportation Commission	69,450	56,619	20,590	146,659		
Riverside County Transportation Commission	9,288,987	7,572,929	2,795,969	19,657,885		
Council of San Benito County Governments	237,152	193,340	7,299	437,791		
San Bernardino County Transportation Authority	8,293,390	6,761,260	3,242,570	18,297,220		
San Joaquin Council of Governments	2,942,409	2,398,825	1,244,359	6,585,593		
San Luis Obispo Area Council of Governments	1,054,519	859,706	135,256	2,049,481		
Santa Barbara County Association of Governments	1,718,515	1,401,035	787,177	3,906,727		
Santa Cruz County Transportation Commission	1,031,600	841,021	1,682,069	3,554,690		
Shasta Regional Transportation Agency	677,171	552,070	65,472	1,294,713		
Sierra County Local Transportation Commission	12,175	9,925	857	22,957		
Siskiyou County Local Transportation Commission	169,102	137,862	13,083	320,047		
Stanislaus Council of Governments	2,121,174	1,729,306	218,809	4,069,289		
Tehama County Transportation Commission	247,710	201,948	9,383	459,041		
Trinity County Transportation Commission	51,528	42,009	3,674	97,211		
Tulare County Association of Governments	1,825,530	1,488,280	352,393	3,666,203		
Tuolumne County Transportation Council	208,870	170,283	9,799	388,952		
Ventura County Transportation Commission	3,205,808	2,613,563	945,567	6,764,938		
Subtotals	\$ 151,309,000	\$ 123,356,000				
State Totals		\$ 274,665,000	\$ 274,665,000	\$ 549,330,000		

STATE CONTROLLER'S OFFICE
2021-22 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL
JANUARY 28, 2021

Regional Entity and Operator(s)	Revenue Basis	Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a)		Funds from RTC Sections 6051.8(b), and 6201.8(b)		Total
		Fiscal Year 2021-22 Estimate	A	Fiscal Year 2021-22 Estimate	B	Fiscal Year 2021-22 Estimate
						C= (A+B)
Altamont Corridor Express*						
Alameda County Congestion Management Agency	\$ NA	\$	118,344	\$	96,481	\$ 214,825
Santa Clara Valley Transportation Authority	NA		68,276		55,662	123,938
San Joaquin Regional Rail Commission	NA		382,342		311,708	694,050
Regional Entity Totals	0		568,962		463,851	1,032,813
	0		(568,962)		(463,851)	(1,032,813)
Metropolitan Transportation Commission						
Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco**	2,032,465,904		53,986,381		44,012,873	97,999,254
Central Contra Costa Transit Authority	12,684,408		336,923		274,680	611,603
City of Dixon	123,850		3,290		2,682	5,972
Eastern Contra Costa Transit Authority	6,132,724		162,897		132,804	295,701
City of Fairfield	2,250,751		59,784		48,740	108,524
Golden Gate Bridge Highway and Transportation District	138,827,667		3,687,542		3,006,301	6,693,843
Livermore-Amador Valley Transit Authority	6,084,421		161,614		131,758	293,372
Marin County Transit District	23,726,064		630,212		513,786	1,143,998
Napa Valley Transportation Authority	1,722,522		45,754		37,301	83,055
Peninsula Corridor Joint Powers Board	144,681,126		3,843,022		3,133,057	6,976,079
City of Petaluma	739,065		19,631		16,004	35,635
City of Rio Vista	39,373		1,046		853	1,899
San Francisco Bay Area Water Emergency Transportation Authority	39,452,081		1,047,927		854,331	1,902,258
San Mateo County Transit District	145,105,738		3,854,300		3,142,252	6,996,552
Santa Clara Valley Transportation Authority	439,800,215		11,681,978		9,523,836	21,205,814
City of Santa Rosa	2,483,478		65,966		53,780	119,746
Solano County Transit	5,290,076		140,515		114,556	255,071
County of Sonoma	3,459,517		91,892		74,916	166,808
Sonoma-Marin Area Rail Transit District	29,993,581		796,690		649,508	1,446,198
City of Union City	1,879,467		49,922		40,700	90,622
City of Vacaville	402,817		10,700		8,723	19,423
Western Contra Costa Transit Authority	8,044,931		213,690		174,212	387,902
Regional Entity Subtotals	3,045,389,776		80,891,676		65,947,653	146,839,329
Alameda County Congestion Management Agency - Corresponding to ACE*	NA		118,344		96,481	214,825
Santa Clara Valley Transportation Authority - Corresponding to ACE*	NA		68,276		55,662	123,938
Regional Entity Totals	3,045,389,776		81,078,296		66,099,796	147,178,092
Sacramento Area Council of Governments						
City of Davis (Unitrans)	2,957,630		78,561		64,047	142,608
City of Elk Grove	2,129,534		56,565		46,115	102,680
City of Folsom	335,031		8,899		7,255	16,154
County of Sacramento	1,189,071		31,584		25,749	57,333
Sacramento Regional Transit System	86,078,696		2,286,423		1,864,027	4,150,450
Yolo County Transportation District	4,689,895		124,573		101,559	226,132
Yuba Sutter Transit Authority	1,343,449		35,685		29,092	64,777
Regional Entity Totals	98,723,306		2,622,290		2,137,844	4,760,134

* The amounts allocated to the member agencies of Altamont Corridor Express are included with their corresponding transportation planning agency.

** The amounts for Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco are combined.

STATE CONTROLLER'S OFFICE
2021-22 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL
JANUARY 28, 2021

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a) <u>Fiscal Year 2021-22 Estimate</u> A	Funds from RTC Sections 6051.8(b), and 6201.8(b) <u>Fiscal Year 2021-22 Estimate</u> B	Total Fiscal Year 2021-22 Estimate C= (A+B)
San Diego Association of Governments North County Transit District	33,932,036	901,303	734,795	1,636,098
San Diego Metropolitan Transit System				
San Diego Metropolitan Transit System	33,958,141	901,996	735,361	1,637,357
San Diego Transit Corporation	62,951,421	1,672,116	1,363,208	3,035,324
San Diego Trolley, Inc.	42,794,978	1,136,721	926,722	2,063,443
Regional Entity Totals	<u>139,704,540</u>	<u>3,710,833</u>	<u>3,025,291</u>	<u>6,736,124</u>
Southern California Regional Rail Authority***				
Los Angeles County Metropolitan Transportation Authority	NA	3,153,365	2,570,809	5,724,174
Orange County Transportation Authority	NA	1,384,788	1,128,961	2,513,749
Riverside County Transportation Commission	NA	704,663	574,482	1,279,145
San Bernardino County Transportation Authority	NA	711,583	580,125	1,291,708
Ventura County Transportation Commission	NA	337,232	274,931	612,163
Regional Entity Totals	<u>0</u>	<u>6,291,631</u>	<u>5,129,308</u>	<u>11,420,939</u>
	0	(6,291,631)	(5,129,308)	(11,420,939)
Tahoe Regional Planning Agency Tahoe Transportation District	900,147	23,910	19,493	43,403
Alpine County Transportation Commission County of Alpine	12,816	341	278	619
Amador County Transportation Commission Amador Transit	204,076	5,421	4,419	9,840
Butte County Association of Governments				
Butte Regional Transit	1,601,714	42,545	34,685	77,230
City of Gridley - Specialized Service	22,232	591	481	1,072
Regional Entity Totals	<u>1,623,946</u>	<u>43,136</u>	<u>35,166</u>	<u>78,302</u>
Calaveras County Local Transportation Commission Calaveras Transit Agency	79,417	2,109	1,720	3,829
Colusa County Local Transportation Commission County of Colusa	140,877	3,742	3,051	6,793
Del Norte County Local Transportation Commission Redwood Coast Transit Authority	204,530	5,433	4,429	9,862
El Dorado County Local Transportation Commission El Dorado County Transit Authority	1,730,379	45,962	37,471	83,433

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STATE CONTROLLER'S OFFICE
2021-22 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL
JANUARY 28, 2021

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a) <u>Fiscal Year 2021-22 Estimate</u> A	Funds from RTC Sections 6051.8(b), and 6201.8(b) <u>Fiscal Year 2021-22 Estimate</u> B	Total Fiscal Year 2021-22 Estimate C= (A+B)
Fresno County Council of Governments				
City of Clovis	1,770,328	47,023	38,336	85,359
City of Fresno	22,991,076	610,689	497,870	1,108,559
Fresno County Rural Transit Agency	1,875,194	49,809	40,607	90,416
Regional Entity Totals	<u>26,636,598</u>	<u>707,521</u>	<u>576,813</u>	<u>1,284,334</u>
Glenn County Local Transportation Commission				
County of Glenn Transit Service	119,071	3,163	2,578	5,741
Humboldt County Association of Governments				
City of Arcata	213,054	5,659	4,614	10,273
City of Blue Lake	0	0	0	0
Humboldt Transit Authority	3,063,481	81,372	66,339	147,711
Regional Entity Totals	<u>3,276,535</u>	<u>87,031</u>	<u>70,953</u>	<u>157,984</u>
Imperial County Transportation Commission				
Imperial County Transportation Commission	2,462,028	65,396	53,315	118,711
Quechan Indian Tribe	21,107	561	457	1,018
Regional Entity Totals	<u>2,483,135</u>	<u>65,957</u>	<u>53,772</u>	<u>119,729</u>
Inyo County Local Transportation Commission	None	None	None	None
Kern Council of Governments				
City of Arvin	62,152	1,651	1,346	2,997
City of California City	25,760	684	558	1,242
City of Delano	279,451	7,423	6,051	13,474
Golden Empire Transit District	5,882,508	156,251	127,385	283,636
County of Kern	1,194,767	31,735	25,873	57,608
City of McFarland	12,106	323	262	585
City of Ridgecrest	159,250	4,230	3,449	7,679
City of Shafter	57,568	1,529	1,247	2,776
City of Taft	360,169	9,567	7,799	17,366
City of Tehachapi	28,252	750	612	1,362
City of Wasco	31,839	846	689	1,535
Regional Entity Totals	<u>8,093,822</u>	<u>214,989</u>	<u>175,271</u>	<u>390,260</u>
Kings County Association of Governments				
City of Corcoran	122,620	3,257	2,655	5,912
Kings County Area Public Transit Agency	762,823	20,262	16,519	36,781
Regional Entity Totals	<u>885,443</u>	<u>23,519</u>	<u>19,174</u>	<u>42,693</u>
Lake County/City Council of Governments				
Lake Transit Authority	498,852	13,251	10,803	24,054
Lassen County Local Transportation Commission				
Lassen Transit Service Agency	186,872	4,964	4,047	9,011

STATE CONTROLLER'S OFFICE
2021-22 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL
JANUARY 28, 2021

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a) <u>Fiscal Year 2021-22 Estimate</u>	Funds from RTC Sections 6051.8(b), and 6201.8(b) <u>Fiscal Year 2021-22 Estimate</u>	Total Fiscal Year 2021-22 Estimate
		A	B	C= (A+B)
Los Angeles County Metropolitan Transportation Authority				
Antelope Valley Transit Authority	20,326,872	539,923	440,177	980,100
City of Arcadia	1,607,131	42,689	34,802	77,491
City of Burbank	3,769,842	100,135	81,636	181,771
City of Claremont	456,234	12,118	9,880	21,998
City of Commerce	4,235,696	112,509	91,724	204,233
City of Culver City	15,278,536	405,829	330,855	736,684
Foothill Transit	67,815,955	1,801,328	1,468,549	3,269,877
City of Gardena	13,772,242	365,818	298,237	664,055
City of Glendale	8,225,171	218,477	178,115	396,592
City of La Mirada	874,670	23,233	18,941	42,174
Long Beach Public Transportation Company	60,542,189	1,608,122	1,311,036	2,919,158
City of Los Angeles	98,801,791	2,624,374	2,139,544	4,763,918
County of Los Angeles	6,316,927	167,790	136,793	304,583
Los Angeles County Metropolitan Transportation Authority	1,332,273,335	35,387,858	28,850,263	64,238,121
City of Montebello	20,096,742	533,810	435,193	969,003
City of Norwalk	9,188,277	244,059	198,971	443,030
City of Pasadena	7,704,457	204,646	166,839	371,485
City of Redondo Beach	2,905,619	77,179	62,921	140,100
City of Santa Clarita	26,010,198	690,883	563,249	1,254,132
City of Santa Monica	47,544,183	1,262,869	1,029,565	2,292,434
Southern California Regional Rail Authority***	236,865,779	NA	NA	NA
City of Torrance	20,472,763	543,798	443,336	987,134
Regional Entity Subtotals	2,005,084,609	46,967,447	38,290,626	85,258,073
Los Angeles County Metropolitan Transportation Authority - Corresponding to SCRRRA***	NA	3,153,365	2,570,809	5,724,174
Regional Entity Totals	2,005,084,609	50,120,812	40,861,435	90,982,247
Madera County Local Transportation Commission				
City of Chowchilla	524,476	13,931	11,357	25,288
City of Madera	169,785	4,510	3,677	8,187
County of Madera	67,286	1,787	1,457	3,244
Regional Entity Totals	761,547	20,228	16,491	36,719
Mariposa County Local Transportation Commission				
County of Mariposa	73,004	1,939	1,581	3,520
Mendocino Council of Governments				
Mendocino Transit Authority	957,692	25,438	20,739	46,177
Merced County Association of Governments				
Transit Joint Powers Authority of Merced County	1,025,125	27,229	22,199	49,428
Yosemite Area Regional Transportation System (YARTS)	958,913	25,471	20,765	46,236
Regional Entity Totals	1,984,038	52,700	42,964	95,664
Modoc County Local Transportation Commission				
Modoc Transportation Agency - Specialized Service	107,653	2,859	2,331	5,190

*** The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

STATE CONTROLLER'S OFFICE
2021-22 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL
JANUARY 28, 2021

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a) <u>Fiscal Year 2021-22 Estimate</u> A	Funds from RTC Sections 6051.8(b), and 6201.8(b) <u>Fiscal Year 2021-22 Estimate</u> B	Total Fiscal Year 2021-22 Estimate C= (A+B)
Mono County Local Transportation Commission Eastern Sierra Transit Authority	2,824,223	75,017	61,158	136,175
Transportation Agency for Monterey County Monterey-Salinas Transit	19,637,486	521,611	425,248	946,859
Nevada County Local Transportation Commission County of Nevada	369,077	9,803	7,992	17,795
City of Truckee	323,083	8,582	6,996	15,578
Regional Entity Totals	<u>692,160</u>	<u>18,385</u>	<u>14,988</u>	<u>33,373</u>
Orange County Transportation Authority City of Laguna Beach	1,910,271	50,741	41,367	92,108
Orange County Transportation Authority	110,748,483	2,941,702	2,398,249	5,339,951
Regional Entity Subtotals	<u>112,658,754</u>	<u>2,992,443</u>	<u>2,439,616</u>	<u>5,432,059</u>
Orange County Transportation Authority - Corresponding to SCRRRA***	NA	1,384,788	1,128,961	2,513,749
Regional Entity Totals	<u>112,658,754</u>	<u>4,377,231</u>	<u>3,568,577</u>	<u>7,945,808</u>
Placer County Transportation Planning Agency City of Auburn	21,830	580	473	1,053
County of Placer	5,410,141	143,704	117,156	260,860
City of Roseville	1,175,827	31,232	25,462	56,694
Regional Entity Totals	<u>6,607,798</u>	<u>175,516</u>	<u>143,091</u>	<u>318,607</u>
Plumas County Local Transportation Commission County of Plumas	346,829	9,212	7,511	16,723
County Service Area 12 - Specialized Service	80,198	2,130	1,737	3,867
Regional Entity Totals	<u>427,027</u>	<u>11,342</u>	<u>9,248</u>	<u>20,590</u>
Riverside County Transportation Commission City of Banning	208,349	5,534	4,512	10,046
City of Beaumont	318,557	8,462	6,898	15,360
City of Corona	426,555	11,330	9,237	20,567
Palo Verde Valley Transit Agency	175,762	4,669	3,806	8,475
City of Riverside - Specialized Service	493,635	13,112	10,690	23,802
Riverside Transit Agency	18,329,390	486,865	396,921	883,786
Sunline Transit Agency	11,506,078	305,625	249,163	554,788
Regional Entity Subtotals	<u>31,458,326</u>	<u>835,597</u>	<u>681,227</u>	<u>1,516,824</u>
Riverside County Transportation Commission - Corresponding to SCRRRA***	NA	704,663	574,482	1,279,145
Regional Entity Totals	<u>31,458,326</u>	<u>1,540,260</u>	<u>1,255,709</u>	<u>2,795,969</u>
Council of San Benito County Governments San Benito County Local Transportation Authority	151,384	4,021	3,278	7,299

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STATE CONTROLLER'S OFFICE
2021-22 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL
JANUARY 28, 2021

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a) <u>Fiscal Year 2021-22 Estimate</u>	Funds from RTC Sections 6051.8(b), and 6201.8(b) <u>Fiscal Year 2021-22 Estimate</u>	Total Fiscal Year 2021-22 Estimate
		A	B	C= (A+B)
San Bernardino County Transportation Authority				
Morongo Basin Transit Authority	1,027,787	27,300	22,257	49,557
Mountain Area Regional Transit Authority	564,732	15,000	12,229	27,229
City of Needles	58,190	1,546	1,260	2,806
OmniTrans	34,279,207	910,525	742,313	1,652,838
Victor Valley Transit Authority	4,530,204	120,331	98,101	218,432
Regional Entity Subtotals	40,460,120	1,074,702	876,160	1,950,862
San Bernardino County Transportation Authority - Corresponding to SCRRA***	NA	711,583	580,125	1,291,708
Regional Entity Totals	40,460,120	1,786,285	1,456,285	3,242,570
San Joaquin Council of Governments				
Altamont Corridor Express *	21,420,132	NA	NA	NA
City of Escalon	51,911	1,379	1,124	2,503
City of Lodi	887,825	23,582	19,226	42,808
City of Manteca	77,826	2,067	1,685	3,752
City of Ripon	44,345	1,178	960	2,138
San Joaquin Regional Transit District	10,156,807	269,785	219,945	489,730
City of Tracy	194,489	5,166	4,212	9,378
Regional Entity Subtotals	32,833,335	303,157	247,152	550,309
San Joaquin Regional Rail Commission - Corresponding to ACE*	NA	382,342	311,708	694,050
Regional Entity Totals	32,833,335	685,499	558,860	1,244,359
San Luis Obispo Area Council of Governments				
City of Arroyo Grande - Specialized Service	0	0	0	0
City of Atascadero	37,783	1,004	818	1,822
City of Morro Bay	42,401	1,126	918	2,044
City of Pismo Beach - Specialized Service	0	0	0	0
City of San Luis Obispo Transit	821,105	21,810	17,781	39,591
San Luis Obispo Regional Transit Authority	1,673,045	44,439	36,230	80,669
South County Transit	230,837	6,131	4,999	11,130
Regional Entity Totals	2,805,171	74,510	60,746	135,256
Santa Barbara County Association of Governments				
City of Guadalupe	69,525	1,847	1,506	3,353
City of Lompoc	136,501	3,626	2,956	6,582
County of Santa Barbara	0	0	0	0
Santa Barbara County Association of Governments (SBCAG)	1,620,453	43,042	35,091	78,133
Santa Barbara Metropolitan Transit District	13,488,703	358,287	292,097	650,384
City of Santa Maria	906,214	24,071	19,624	43,695
City of Solvang	104,313	2,771	2,259	5,030
Regional Entity Totals	16,325,709	433,644	353,533	787,177
Santa Cruz County Transportation Commission				
Santa Cruz Metropolitan Transit District	34,885,448	926,628	755,441	1,682,069

* The amounts allocated to the member agencies of Altamont Corridor Express are included with their corresponding transportation planning agency.

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2021-22 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL
JANUARY 28, 2021

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a) <u>Fiscal Year 2021-22 Estimate</u> A	Funds from RTC Sections 6051.8(b), and 6201.8(b) <u>Fiscal Year 2021-22 Estimate</u> B	Total Fiscal Year 2021-22 Estimate C= (A+B)
Shasta Regional Transportation Agency Redding Area Bus Authority	1,357,867	36,068	29,404	65,472
Sierra County Local Transportation Commission County of Sierra - Specialized Service	17,768	472	385	857
Siskiyou County Local Transportation Commission County of Siskiyou	271,330	7,207	5,876	13,083
Stanislaus Council of Governments City of Ceres	70,776	1,880	1,533	3,413
City of Modesto	3,366,714	89,427	72,906	162,333
County of Stanislaus	806,855	21,432	17,472	38,904
City of Turlock	293,666	7,800	6,359	14,159
Regional Entity Totals	<u>4,538,011</u>	<u>120,539</u>	<u>98,270</u>	<u>218,809</u>
Tehama County Transportation Commission County of Tehama	194,589	5,169	4,214	9,383
Trinity County Transportation Commission County of Trinity	76,212	2,024	1,650	3,674
Tulare County Association of Governments City of Dinuba	276,368	7,341	5,985	13,326
City of Porterville	846,792	22,492	18,337	40,829
City of Tulare	589,094	15,648	12,757	28,405
County of Tulare	1,191,032	31,636	25,792	57,428
City of Visalia	4,391,535	116,648	95,098	211,746
City of Woodlake	13,667	363	296	659
Regional Entity Totals	<u>7,308,488</u>	<u>194,128</u>	<u>158,265</u>	<u>352,393</u>
Tuolumne County Transportation Council County of Tuolumne	203,234	5,398	4,401	9,799
Ventura County Transportation Commission City of Camarillo	751,079	19,950	16,265	36,215
Gold Coast Transit District	4,272,461	113,485	92,520	206,005
City of Moorpark	299,991	7,968	6,496	14,464
City of Simi Valley	1,167,392	31,008	25,280	56,288
City of Thousand Oaks	423,749	11,256	9,176	20,432
Regional Entity Subtotals	<u>6,914,672</u>	<u>183,667</u>	<u>149,737</u>	<u>333,404</u>
Ventura County Transportation Commission - Corresponding to SCRRA***	NA	337,232	274,931	612,163
Regional Entity Totals	<u>6,914,672</u>	<u>520,899</u>	<u>424,668</u>	<u>945,567</u>
STATE TOTALS	<u><u>\$ 5,696,443,829</u></u>	<u><u>\$ 151,309,000</u></u>	<u><u>\$ 123,356,000</u></u>	<u><u>\$ 274,665,000</u></u>

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VI. TTAC

March 3, 2021

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VI
CALL FOR PROJECTS: TRANSPORTATION DEVELOPMENT ACT
ARTICLE 3 PROGRAM

DESCRIPTION:

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 (Bicycle and Pedestrian).

DISCUSSION:

Public Utilities Code 99230 states the designated transportation planning agency shall, from analysis and evaluation of the total amount anticipated to be available in the local transportation fund and the relative needs of each claimant for purposes for which the fund is intended, and consistent with the provisions of this chapter, annually determine the amount to be allocated to each claimant.

Article 3 funds are used to pay for bicycle and pedestrian safety programs, bicycle parking facilities, bicycle travel facilities and, pedestrian facilities. Approximately \$751,215 is available for distribution in this funding cycle, with \$410,965 obligated from previous funding cycles leaving **\$340,250** for new projects in the fiscal year 2021-22.

Eligible claimants of Article 3 funding are the eleven incorporated cities within Kern County and the County of Kern. Each project proposed must be submitted on forms provided by the Kern Council of Governments and are awarded on a competitive basis. The proposal deadline is 5:00 p.m. on Monday, June 14, 2021. Applications are included with this staff report and are available at

https://www.kerncog.org/wpcontent/uploads/2019/05/TDA3_claim_2019.pdf

Action: Information

Attachment: Kern County LTF Fund estimate and apportionment schedule A and B
Kern COG TDA Article 3 Bicycle and Pedestrian Facilities Claim

Kern Council of Governments
 Transportation Development Act -- "Schedule A"
 LTF STAF FUND ESTIMATE AND APPORTIONMENT FACTORS
 FY 2020/21

Revised: February 16, 2021

Prospective Claimant	POPULATION	POPULATION	L.T.F.	S.T.A.F.	REVENUE	S.T.A.F.	S.T.A.F.	TOTAL
	BASIS	RATIO	POPULATION	POPULATION		REVENUE	REVENUE	
	01/01/20		APPORTIONMENT	APPORTIONMENT	BASIS	RATIO	APPORTIONMENT	APPORTIONMENT
ARVIN	21,677	2.36%	\$ 843,528.96	\$ 149,660.23	62,152	0.77%	\$ 2,997.00	\$ 996,186.19
BAKERSFIELD (1)	392,756	42.80%	\$ 14,519,352.65	\$ 2,711,627.70	0	0.00%	\$ -	\$ 17,230,980.35
CALIFORNIA CITY	14,161	1.54%	\$ 551,054.74	\$ 97,769.00	25,760	0.32%	\$ 1,242.00	\$ 650,065.74
DELANO	53,032	5.78%	\$ 2,063,663.23	\$ 366,138.37	279,451	3.45%	\$ 13,474.00	\$ 2,443,275.60
GOLDEN EMPIRE TRANS (1)	N/A	0.00%	\$ -	\$ -	5,882,508	72.68%	\$ 283,636.00	\$ 283,636.00
MARICOPA	1,127	0.12%	\$ 43,855.57	\$ 7,780.92	0	0.00%	\$ -	\$ 51,636.49
MCFARLAND	14,388	1.57%	\$ 559,888.12	\$ 99,336.23	12,106	0.15%	\$ 585.00	\$ 659,809.34
RIDGECREST	29,350	3.20%	\$ 1,142,112.61	\$ 202,635.41	159,250	1.97%	\$ 7,679.00	\$ 1,352,427.02
SHAFTER	20,441	2.23%	\$ 795,431.82	\$ 141,126.76	57,568	0.71%	\$ 2,776.00	\$ 939,334.58
TAFT	8,680	0.95%	\$ 337,769.59	\$ 59,927.61	360,169	4.45%	\$ 17,366.00	\$ 415,063.20
TEHACHAPI	12,758	1.39%	\$ 496,459.03	\$ 88,082.54	28,252	0.35%	\$ 1,362.00	\$ 585,903.57
WASCO	28,884	3.15%	\$ 1,123,978.89	\$ 199,418.10	31,839	0.39%	\$ 1,535.00	\$ 1,324,931.99
KERN CO.-IN (1)	112,572	12.27%	\$ 4,161,543.15	\$ 777,207.91	0	0.00%	\$ -	\$ 4,938,751.06
KERN CO.-OUT	207,727	22.64%	\$ 8,083,398.48	\$ 1,434,169.23	1,194,767	14.76%	\$ 57,608.00	\$ 9,575,175.72
METRO-BAKERSFIELD CTSA	N/A	N/A	\$ 983,205.04	\$ -	0	0.00%	\$ -	\$ 983,205.04
TOTALS	917,553	100.00%	\$ 35,705,241.88	\$ 6,334,880.00	8,093,822	100.00%	\$ 390,260.00	\$ 42,430,381.88
PROOF	917,553	100.00%	\$ 35,705,241.88	\$ 6,334,880.00	8,093,822	100.00%	\$ 390,260.00	\$ 42,430,381.88
KERN COG ADMINISTRATION	N/A	1.00%	\$ 379,401.44	\$ -	N/A	\$ -	\$ -	\$ 379,401.44
KERN PEDESTRIAN/BIKEWAY	N/A	2.00%	\$ 751,214.85	\$ -	N/A	\$ -	\$ -	\$ 751,214.85
KERN COG PLANNING (2)	N/A	3.00%	\$ 1,104,285.83	\$ -	N/A	\$ -	\$ -	\$ 1,104,285.83
ESTIMATED TOTAL	N/A		\$ 37,940,144.00	\$ -	N/A	\$ -	\$ -	\$ 44,665,284.00
			\$ 37,940,144.00					

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 77.69% AND 22.31% 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 2020/21

From FY 2020/2	% Calc
111,766	35.1%
206,240	64.9%

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT

SCHEDULE "B"

PLANNING CONTRIBUTIONS BY AREA OF APPORTIONMENT

Fiscal Year 2021-2022

Revised: February 12.2021

Prospective Claimant	POPULATION BASIS at 01/01/19	POPULATION RATIO	PLANNING CONTRIBUTION
ARVIN	21,677	2.36%	\$ 27,077
CALIFORNIA CITY	14,161	1.54%	\$ 17,688
DELANO	53,032	5.78%	\$ 66,242
GOLDEN EMPIRE TRANSIT	505,328	55.07%	\$ 631,201
MARICOPA	1,127	0.12%	\$ 1,408
MCFARLAND	14,388	1.57%	\$ 17,972
RIDGECREST	29,350	3.20%	\$ 36,661
SHAFTER	20,441	2.23%	\$ 25,533
TAFT	8,680	0.95%	\$ 10,842
TEHACHAPI	12,758	1.39%	\$ 15,936
WASCO	28,884	3.15%	\$ 36,079
KERN TRANSIT	207,727	22.64%	\$ 259,470
TOTALS	-	-	-
PROOF	917,553	100.00%	\$ 1,146,108
	917,553	100.00%	\$ 1,146,108

Table 2: E-5 City/County Population and Housing Estimates, 1/1/2020

County	City	Total
Kern	Arvin	21,677
Kern	Bakersfield	392,756
Kern	California City	14,161
Kern	Delano	53,032
Kern	Maricopa	1,127
Kern	Mcfarland	14,388
Kern	Ridgecrest	29,350
Kern	Shafter	20,441
Kern	Taft	8,680
Kern	Tehachapi	12,758
Kern	Wasco	28,884
Kern	Balance Of County	320,299
Kern	Incorporated	597,254
Kern	County Total	917,553

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 Monday July 15, 2019 .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

**Transportation Development Act Article 3 Program
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: _____

Transportation Development Act Article 3 Program
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: _____ Date: _____
Signature

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: _____ Date: _____
Signature

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. Jurisdictions may claim additional allocations with permission from donor jurisdictions. 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:

Each eligible jurisdiction may claim up to \$2,000 annually. Jurisdictions may claim additional allocations with permission from donor jurisdictions. Total program funding for bicycle safety shall not exceed \$24,000 annually.

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?

<u>Upgrade Description</u>	<u>Points</u>
Provide a physical barrier for pedestrians	10
Separates pedestrians from automobile traffic	10

D: SYSTEM IMPROVEMENT AND CONTINUITY TOTAL

E. LOCAL MATCHING FUNDS

<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: MATCHING FUNDS TOTAL _____

F: TOTAL POINTS (B + C + D + E) = _____

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 Monday July 15, 2019 .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

**Transportation Development Act Article 3 Program
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: _____

Transportation Development Act Article 3 Program
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: _____ Date: _____
Signature

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: _____ Date: _____
Signature

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. Jurisdictions may claim additional allocations with permission from donor jurisdictions. 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:

Each eligible jurisdiction may claim up to \$2,000 annually. Jurisdictions may claim additional allocations with permission from donor jurisdictions. Total program funding for bicycle safety shall not exceed \$24,000 annually.

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?

<u>Upgrade Description</u>	<u>Points</u>
Provide a physical barrier for pedestrians	10
Separates pedestrians from automobile traffic	10

D: SYSTEM IMPROVEMENT AND CONTINUITY TOTAL

E. LOCAL MATCHING FUNDS

<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: MATCHING FUNDS TOTAL _____

F: TOTAL POINTS (B + C + D + E) = _____



VII. TTAC

March 3, 2021

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VII
POSSIBLE REDUCTION IN TRANSPORTATION DEVELOPMENT ACT (TDA)
FUNDING AND THE FEDERAL TRANSIT ADMINISTRATION'S (FTA) CARES ACT

DESCRIPTION:

Golden Empire Transit District (GET) is introducing an innovative paratransit service called On-Demand

DISCUSSION:

Because of the Covid-19 pandemic, GET has been forced to alter its service hours to adjust for revenue loss brought on by a drastic reduction in ridership demand. However, the Covid-19 pandemic has also offered an opportunity for GET staff to re-think how service is delivered and hopefully, address the loss in service hours and add service coverage to its customers.

Introducing On-Demand. GET will be combining all of its paratransit demand-responsive services (Get-A-Lift, Non-emergency Transit, and RYDE micro-transit) into one, system: On-Demand. Robert Williams from GET will provide a summary of the new service and explain why GET is considering changing its paratransit services.

Action:

Information

Attachment:

On-Demand PowerPoint Note Pages

GOLDEN EMPIRE
TRANSIT DISTRICT

ON-DEMAND CO-MINGLING DEMAND RESPONSE

*We make life better by
connecting people to places
one ride at a time.*





ABOUT US

Robert Williams – IT Supervisor

With GET almost 3 years – in Transit almost 3 years

First major project was to help start Microtransit at GET

DR Implementation Team

9 people from Administration, Operations, Marketing, Customer Service and IT



GOLDEN EMPIRE TRANSIT

District is 160 sq. miles

Bakersfield about 500,000 people

About 6.2 million rides pre-COVID

Fixed route ridership down about 54% with COVID

14 Fixed Routes, One Express, One Limited

Demand Response area is 111 sq miles

Paratransit was 200 / 100 / 50 / day

Microtransit was approaching 200 rides / day average

Non-Emergency Medical Transportation was approaching 200 rides / day

Demand Response has not fallen off at the levels of fixed route, even with Social Distancing limiting seating

Vehicles

15 Paratransit

9 Microtransit

12 NEMT



HIGHLIGHTS

Expansion of the current Microtransit Zone

Updated Fare Structure for Microtransit

Upcoming opportunities for On-Demand

The RFP, Implementation and

Co-mingling of services



THE RFP

June of 2020 GET issues RFP For Full-Suite Demand Response – 3 services

Wants:

Set out for best of each service
Provider with one platform would be preferred

Interviewed 10 vendors, all with different takes
Included competing vendors partnering
Scored on many factors, flexibility and needs

Awarded Contract to VIA September 2020



The paperwork is never done

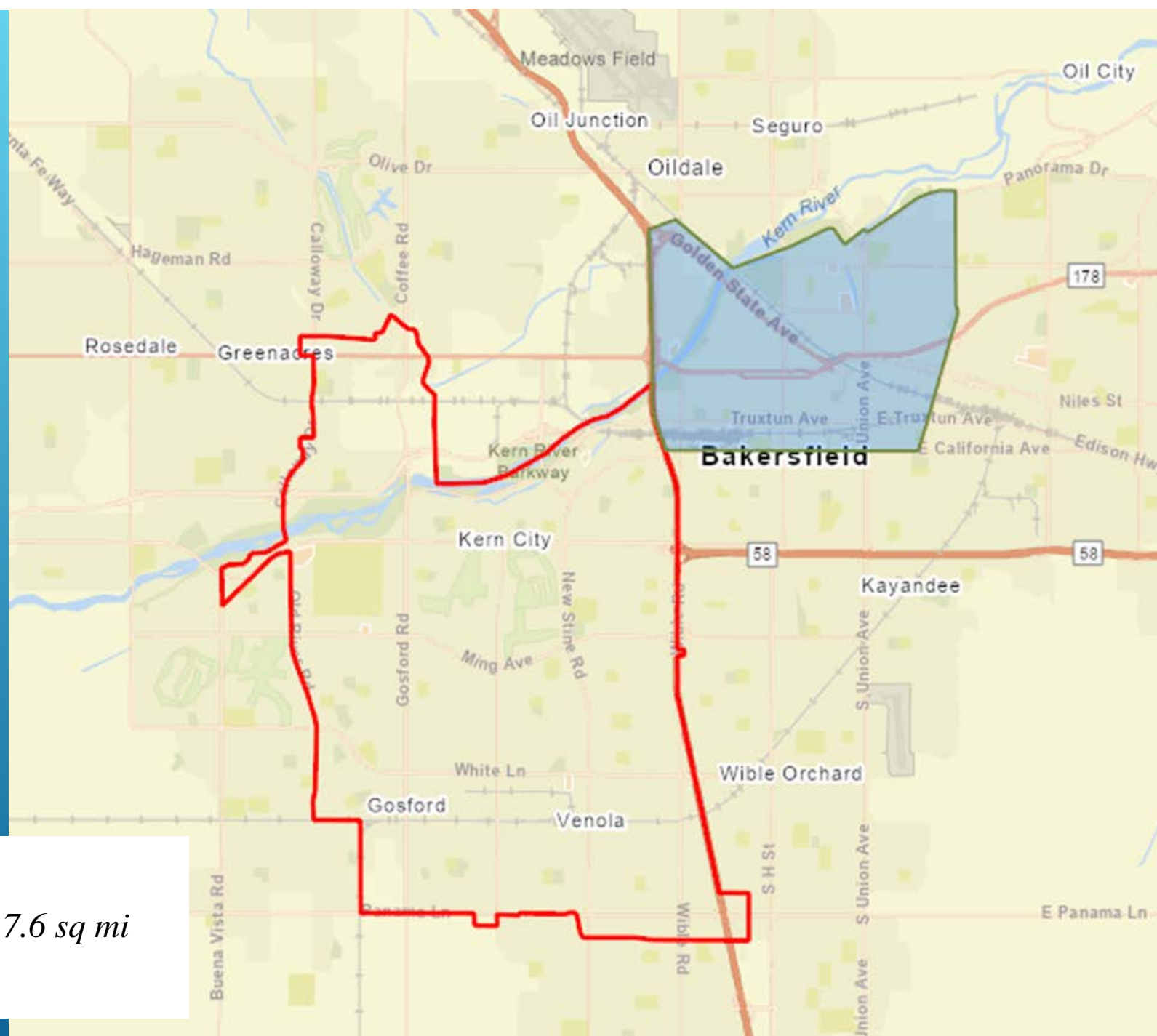
EXPANSION

Area is bounded by:
N-Panorama Dr & 204
S-California Ave
E-River Blvd/Beale Ave
W-99

Would be contiguous with
current Microtransit zone

Considered before COVID

Expanded area adds 7.6 sq mi





ON-DEMAND FARES (MICROTRANSIT)

Tiered program

0 – 3mi : \$3

3.1 – 7mi : \$5

7.1 – 10 mi : \$7

10.1 + mi : \$10

Analysis of Fares

January 2020

\$2,962 Additional Revenue

+3.5% Farebox Recovery

~50.5% of Uber/Lyft Fare

July 2020

\$1,650 Additional Revenue

+2.26% Farebox Recovery

~51% of Uber/Lyft Fare

IMPLEMENTATION & THE PLAN

Implementation

Currently launched as separate services – December 2020

Change of Thought

Could we run as one service?

Co-mingling, Marketing, Departments, Consolidation of Resources

Leading the way

GET is the first to this approach, but other agencies are looking at the idea
Our method was watch and wait, but technology is allowing us to lead

Upcoming Plans

Expand to second Microtransit area in April

Possibly replace an underperforming route in July

Replace Fixed Route evening service a target for January 2022

Plan to be comingled in all aspects Q3 2021

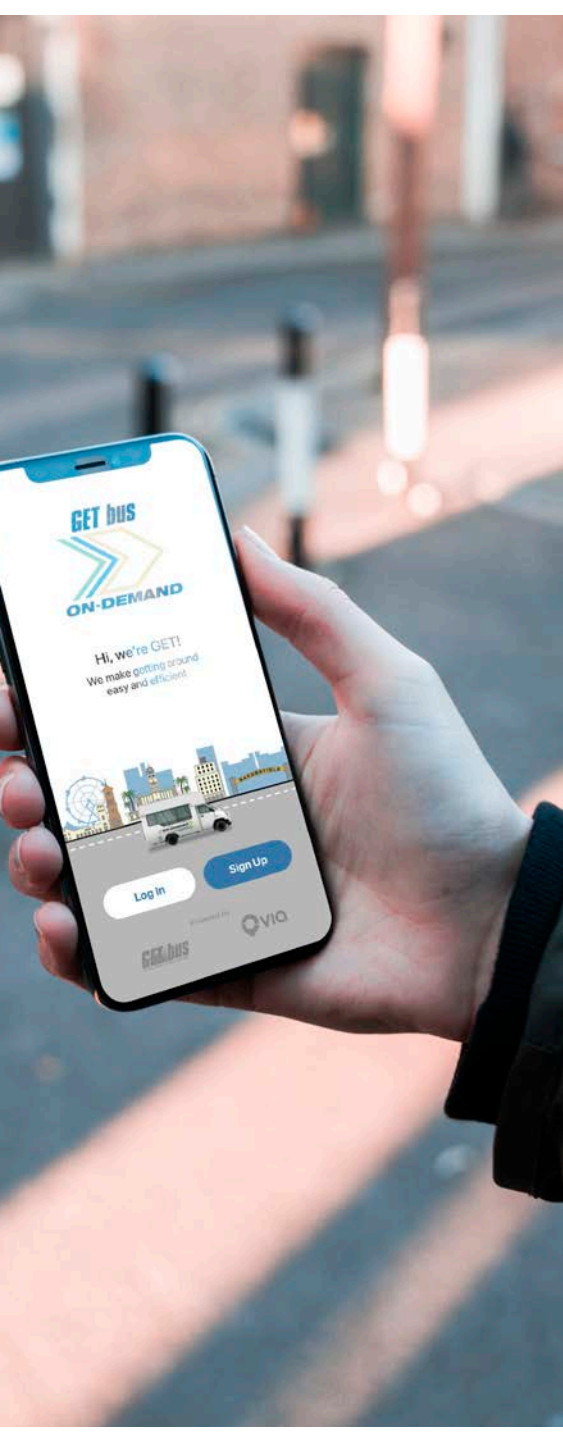
Rider App/Web App for Micro and Para in June

Key Points

Still have all rules and goals - ADA vs Micro

Will still schedule as now except for one large block of service
pick up times vs. scheduled appointments

Will roll out service slowly (van at a time)



CHANGES AND GAINS

What do we need to do? What do we expect?

Changes

- ▶ Functionally we can to break down some silos and change procedures
 - ▶ **Customer Service** – take all incoming calls / reservations
 - ▶ **Marketing** - All vehicles as one brand, outreach becomes easier and less service specific, allows us to reach more new, choice riders
 - ▶ **Finance** - streamline allocations to one service.
 - ▶ **Operations** – will manage all 3 services, watch to improve specific efficiencies

Gains

- ▶ Expect to see efficiencies in a number of areas
 - ▶ **Maintenance** - instead of 3 vehicles down on one service, 3 vehicles down across the service, PMs
 - ▶ **Operations** - Drivers who no-show/call-out - less effect on service
 - ▶ **Efficiency on the road** - instead of having a possible 4 vehicles for the ride to be assigned to we'll have 3 times that - while they may be busier overall that should still leave more opportunities
 - ▶ **System** - Paratransit sign in vs first ride
 - ▶ **Metrics** - Passengers per Vehicle Hour - aggregate more rides
 - ▶ **IT / Training** – One software, one solution. Less Training, cross-departmental help.
 - ▶ **Flexibility** – On-the-fly changes in vehicles and drivers to respond to demand. Ability to make changes within a very short timeframe.



THANK YOU

Robert Williams

📞 +1 661 869 6358

✉️ rwilliams@getbus.org

🔗 getbus.org/on-demand



GOLDEN EMPIRE
TRANSIT DISTRICT

ON-DEMAND

CO-MINGLING DEMAND RESPONSE



We made it! Below is a summary of the key findings of the study.



ABOUT US

Robert Williams – IT Supervisor
 With GET almost 3 years – in Transit almost 3 years
 First major project was to help start Microtransit at GET

DR Implementation Team
 9 people from Administration, Operations, Marketing, Customer Service and IT



GOLDEN EMPIRE TRANSIT

Microtransit Zone

- 1000+ sq ft
- 100+ sq ft
- 100+ sq ft
- 100+ sq ft

Demand Response Zone

- 100+ sq ft
- 100+ sq ft
- 100+ sq ft
- 100+ sq ft

Vehicles

- 100+ sq ft
- 100+ sq ft
- 100+ sq ft



HIGHLIGHTS

- Expansion of the current Microtransit Zone
- Updated Fare Structure for Microtransit
- Upcoming opportunities for On-Demand
- The RFP, Implementation, and Co-mingling of services



THE RFP

June of 2020 GET Issues RFP For Full-Suite Demand Response - 3 services

Wants:

- Set out for best of each service
- Provider with one platform would be preferred

Interviewed 10 vendors, all with different takes - Included competing vendor partnering

Scored on many factors, flexibility and reach

Awarded Contract to VIA September 2020



The paperwork is over done

EXPANSION

Area is bounded by:
 N-Panorama Dr & 204
 S-California Ave
 E-River Blvd/Becke Ave
 W-49

Would be contiguous with current Microtransit zone

Considered before COVID



Expansion area with 7th st



ON-DEMAND FARES (MICROTRANSIT)

Tiered program

- 0 - 3rd - \$4
- 4 - 7th - \$8
- 8 - 10th - \$7
- 11 - 1st - \$10

Analysis of Fares

January 2020	July 2020
\$1,742 Additional Revenue	\$1,430 Additional Revenue
+5.8% Farebox Recovery	+6.24% Farebox Recovery
-66.5% of On-call Fare	-61% of On-call Fare



IMPLEMENTATION & THE PLAN

Implementation
 Currently funded by separate account - December 2020

Things of Thought
 Could we set a one way fare?
 Coordinating, Marketing Department, Consideration of Providers

Handling the way
 GET is the RFP for this approach - but other agencies are looking at this idea.
 This method was a little bit more, but technology is allowing us to move

Decreasing Fares
 Focus on 1st and 2nd tiered fares in April
 Priority service on underperforming routes in July
 Provide a Fixed Fare for underperforming and target for January 2021
 Plan to be contingent on all security Q1 2021
 Stop All-Weekend for Microtransit Fare in Urban

Key Points
 On-call fare and 1st - 2nd - ADA - 100%
 Will still continue to offer service for one large fixed alternative
 Will still continue to offer service for one large fixed alternative
 Will still continue to offer service for one large fixed alternative

CHANGES AND GAINS

What do we need to do? What do we expect?

Changes	Goals
<ul style="list-style-type: none"> • Transparency - we can't do it until we have done some pilot and change processes • Customer Service - take all the responsibility for ourselves • Making it - it's not just about the product, it's about the service and the way we deliver it. We need to be able to deliver it in a way that is consistent and reliable • Service - we need to be able to deliver it in a way that is consistent and reliable • Flexibility - we need to be able to deliver it in a way that is consistent and reliable 	<ul style="list-style-type: none"> • Speed to live - we need to be able to deliver it in a way that is consistent and reliable • Reliability - we need to be able to deliver it in a way that is consistent and reliable • Efficiency - we need to be able to deliver it in a way that is consistent and reliable • System - we need to be able to deliver it in a way that is consistent and reliable • Quality - we need to be able to deliver it in a way that is consistent and reliable • Cost - we need to be able to deliver it in a way that is consistent and reliable • Scalability - we need to be able to deliver it in a way that is consistent and reliable

NEW WAY **OLD WAY**

THANK YOU

Robert Williams

11 2020
11 2020
11 2020






VIII. TTAC

March 3, 2021

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VIII
FTA SECTION 5310 2019 REMAINING FUNDS

DESCRIPTION:

Kern COG is the designated recipient of FTA Section 5310 program funds for the Fresno Metropolitan Area, which provides capital and operating assistance grants for transportation projects that meet the needs of seniors and individuals with disabilities. The funds may be used for projects where public mass transportation services are otherwise unavailable, insufficient, or inappropriate; exceed the requirements of the ADA; that improve access to fixed-route service, and; that provide alternatives to public transportation.

DISCUSSION

Caltrans has a limited amount of Fiscal Year 2019 that has not been spent. Caltrans released an application for FTA Section 5310 funding in the Kern urbanized area on Feb. 9, 2021. The deadline for applications is March 24, 2021. Approximately **\$1,066,478** will be available for **traditional capital** projects and another **\$118,497** for **other capital and operating** projects, totaling **\$1,184,976**.

A couple of items to note:

1. With 117 current sub-recipients from the most recent grant cycle, these stimulus funds are very limited.
2. The priority of these funds is to be used for **Operating Assistance only**. This includes payroll, operating expenses such as salaries, fuel, and reimbursement for personal protective equipment (PPE) and cleaning supplies. If you were an

agency that only received capital awards (vehicles and equipment) you will have the option to “Opt-in” to receive these operating assistance funds.

3. There is no local match requirement – 100% federal funding.
4. These grant funds can be backdated to January 20, 2020.

For more information contact Bob Snoddy at bsnoddy@kerncog.org or 661-635-2916.

Action: Information.



IX. TTAC

March 3, 2021

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Robert M. Snoddy,
Regional Planning

SUBJECT: TTAC AGENDA ITEM: IX.
ATP Cycle 5 CTC Staff Recommendations

DESCRIPTION: The California Transportation Commission (CTC) released its staff recommendations for the statewide Active Transportation Program (ATP) Cycle 5 Call for Projects and will be considered for approval at the March 24-25 CTC meeting.

DISCUSSION: On February 9, several days ahead of schedule, the CTC released its staff recommendations for the statewide ATP Cycle 5 Call for Projects. The Active Transportation Program is managed and funded through Caltrans and the CTC. The final approval of the project list is anticipated for the March 24-25, 2021 CTC meeting. The Kern region collectively submitted 12 applications to the state for a total value of \$14,618,000. While several of the other Kern region applications ranked fairly well, the state chose one of Delano’s applications to be funded. Remaining Kern region applicants are under consideration for a separate MPO funding which will use the existing state ranking list.

Applicant	Final Score	Project Title	Total Project Cost	ATP Funding	Project Type
Delano	93	ATP-5 SRTS Intersection Enhancement and NI Work Plan	\$ 1,178,000	\$ 1,164,000	Infrastructure + NI - Small

Program History – with approval of Cycle 5 by the CTC, Kern will have been awarded over \$40,000,000 for ATP projects over the last 5 years. This reflects the great need for non-motorized investments in Kern. While the Kern COG RTP estimates a \$37,00,000 ATP investment in 24 years, the ATP awards for the last 5 years have exceeded that rate by over 500%. The increased emphasis in ATP project awards to smaller agencies do present delivery challenges. To minimize delivery failure, the state continues to fund and direct project delivery resources to disadvantaged communities throughout the state, notably through the Active Transportation Resource Center.

Caltrans and CTC ATP Cycle 5 documents may be downloaded from the following websites: <https://catc.ca.gov/programs/active-transportation-program> and <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle5>.

ACTION: Information.

Attachments: ATP Cycle 5 CTC Staff Recommendation Project List
ATP Project Status Report

California Transportation Commission
2021 Active Transportation Program - Statewide Component
Staff Recommendations
(\$1000s)

Application ID	County	Project Title	Total Project Cost	Recommended Funding	21-22	22-23	23-24	24-25	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
Active Transportation Resource Center	Various	Active Transportation Resource Center	\$ 4,000	\$ 4,000	\$ -	\$ -	\$ 2,000	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ 4,000	Non-Infrastructure	N/A	N/A	N/A
3-Sacramento, City of-1	Sacramento	Franklin Boulevard Complete Street Project	\$ 16,265	\$ 9,323	\$ -	\$ -	\$ 9,323	\$ -	\$ -	\$ -	\$ -	\$ 9,323	\$ -	Infrastructure - Large	x		99
4-Oakland, City of-1 [§]	Alameda	7th Street Connection Project	\$ 21,037	\$ 14,180	\$ -	\$ -	\$ -	\$ 14,180	\$ -	\$ -	\$ -	\$ 14,180	\$ -	Infrastructure - Large	x		98
6-Huron, City of-1*	Fresno	City of Huron Bicyclist and Pedestrian Safety Improvement Project	\$ 1,969	\$ 1,769	\$ 125	\$ 1,644	\$ -	\$ -	\$ 25	\$ 100	\$ -	\$ 1,644	\$ -	Infrastructure - Small	x	x	98
8-Perris, City of-1	Riverside	City of Perris Bike and Pedestrian Network Project	\$ 1,999	\$ 1,931	\$ 35	\$ 1,896	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,896	\$ 35	Infrastructure + NI - Small	x		97
8-San Bernardino County-2*	San Bernardino	Muscoy Area Safe Routes to School Pedestrian Improvements Project	\$ 2,355	\$ 1,881	\$ 112	\$ 463	\$ -	\$ 1,306	\$ 112	\$ 160	\$ 303	\$ 1,271	\$ 35	Infrastructure + NI - Medium	x	x	97
6-Fresno County-1	Fresno	Biola Community Sidewalks	\$ 1,498	\$ 1,255	\$ -	\$ -	\$ 1,255	\$ -	\$ -	\$ -	\$ -	\$ 1,255	\$ -	Infrastructure - Small	x	x	96
7-Los Angeles, City of-3*	Los Angeles	SRTS Carver Middle, Ascot Avenue and Harmony Elementary Schools	\$ 6,700	\$ 6,030	\$ 801	\$ -	\$ 290	\$ 4,939	\$ 801	\$ 290	\$ -	\$ 4,939	\$ -	Infrastructure - Medium	x	x	96
7-Los Angeles, City of-5*	Los Angeles	SRTS Panorama City Elementary School Project	\$ 6,832	\$ 6,149	\$ 756	\$ -	\$ 329	\$ 5,064	\$ 756	\$ 329	\$ -	\$ 5,064	\$ -	Infrastructure - Medium	x	x	96
3-Sacramento County-2	Sacramento	South Sacramento County Safe Routes to School Project	\$ 1,946	\$ 1,946	\$ 95	\$ 390	\$ 1,461	\$ -	\$ 95	\$ 190	\$ 200	\$ 1,381	\$ 80	Infrastructure + NI - Small	x	x	96
8-Ontario, City of-1*	San Bernardino	Vine Ave & B St Bike Boulevard Project	\$ 4,881	\$ 4,392	\$ 513	\$ -	\$ 3,879	\$ -	\$ 45	\$ 468	\$ -	\$ 3,879	\$ -	Infrastructure - Medium	x		96
5-Watsonville, City of-1* [§]	Santa Cruz	Safer Access to Pajaro Valley High School and Beyond	\$ 15,823	\$ 11,709	\$ 1,168	\$ 10,541	\$ -	\$ -	\$ -	\$ -	\$ 521	\$ 10,541	\$ 647	Infrastructure + NI - Large	x	x	96
7-Long Beach, City of-1*	Los Angeles	Downtown Long Beach Walkable Corners	\$ 8,771	\$ 7,893	\$ 768	\$ 450	\$ -	\$ 6,675	\$ 225	\$ 450	\$ -	\$ 6,675	\$ 543	Infrastructure + NI - Large	x		95
7-Maywood, City of-1	Los Angeles	City of Maywood Active Transportation Plan	\$ 263	\$ 263	\$ 263	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 263	Plan	x	x	95
10-Mariposa County-1*	Mariposa	Mariposa Elementary School Connectivity Project	\$ 1,900	\$ 1,900	\$ 100	\$ -	\$ 1,800	\$ -	\$ 100	\$ -	\$ -	\$ 1,800	\$ -	Infrastructure - Small	x	x	95
10-Mariposa County-2	Mariposa	Mariposa Creek Parkway	\$ 5,176	\$ 4,415	\$ 200	\$ 1,200	\$ -	\$ 3,015	\$ 200	\$ 450	\$ 750	\$ 3,015	\$ -	Infrastructure - Medium	x		95
8-Riverside County-10*	Riverside	Riverside County Safe Routes for All - San Jacinto	\$ 600	\$ 600	\$ -	\$ 600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600	Non-Infrastructure	x	x	95
11-San Diego Association of Governments (SANDAG)-1	San Diego	Orange Family Friendly Street Project	\$ 5,660	\$ 4,317	\$ -	\$ 4,317	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,317	\$ -	Infrastructure - Medium	x	x	95
5-San Luis Obispo County-1 [§]	San Luis Obispo	San Luis Obispo County-Bob Jones Trail Gap Closure	\$ 23,414	\$ 18,248	\$ 2,295	\$ 15,953	\$ -	\$ -	\$ -	\$ 321	\$ 1,974	\$ 15,953	\$ -	Infrastructure - Large	x		95
2-Redding, City of-2*	Shasta	Turtle Bay to Downtown Gap Completion Project	\$ 3,935	\$ 2,665	\$ -	\$ -	\$ 50	\$ 2,615	\$ -	\$ -	\$ 50	\$ 2,462	\$ 153	Infrastructure + NI - Medium	x	x	95
4-Fairfield, City of-1 [§]	Solano	West Texas Street Complete Streets Project	\$ 16,922	\$ 10,903	\$ -	\$ 955	\$ 9,948	\$ -	\$ -	\$ 838	\$ -	\$ 9,948	\$ 117	Infrastructure + NI - Large	x	x	95
3-West Sacramento, City of-2	Yolo	Sycamore Trail (Phase 2) Bicycle/Pedestrian Overcrossing	\$ 11,538	\$ 3,500	\$ 3,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500	\$ -	Infrastructure - Large	x		95
6-Fresno, City of-1	Fresno	Kids Crossing: Safe Routes to School in South Fresno	\$ 1,636	\$ 1,636	\$ 141	\$ 14	\$ 1,481	\$ -	\$ 3	\$ 138	\$ 14	\$ 1,441	\$ 40	Infrastructure + NI - Small	x	x	94
1-Arcata, City of-1	Humboldt	Arcata Annie & Mary Trail Connectivity Project	\$ 5,286	\$ 4,220	\$ 67	\$ 495	\$ 3,658	\$ -	\$ 67	\$ 240	\$ 255	\$ 3,658	\$ -	Infrastructure - Medium	x		94
7-South El Monte, City of-1*	Los Angeles	South El Monte Safe Routes to School Pedestrian Safety Project	\$ 1,637	\$ 1,637	\$ 140	\$ 1,497	\$ -	\$ -	\$ 10	\$ 130	\$ -	\$ 1,497	\$ -	Infrastructure - Small	x	x	94
11-Oceanside, City of-1*	San Diego	Laurel Elementary Safe Routes to School	\$ 1,535	\$ 1,522	\$ 447	\$ 1,075	\$ -	\$ -	\$ 160	\$ 160	\$ -	\$ 1,075	\$ 127	Infrastructure + NI - Small	x	x	94
6-Porterville, City of-2	Tulare	Butterfield Stage Corridor (Henderson Avenue to Date Avenue)	\$ 4,650	\$ 4,000	\$ -	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ -	Infrastructure - Medium	x		94
6-Porterville, City of-4	Tulare	Butterfield Stage Corridor (W North Grand Ave to College Ave)	\$ 7,750	\$ 7,100	\$ -	\$ 7,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,100	\$ -	Infrastructure - Large	x		94

**California Transportation Commission
2021 Active Transportation Program - Statewide Component
Staff Recommendations
(\$1000s)**

Application ID	County	Project Title	Total Project Cost	Recommended Funding	21-22	22-23	23-24	24-25	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
4-Contra Costa County-2*	Contra Costa	North Bailey Road Active Transportation Corridor	\$ 6,845	\$ 6,159	\$ 499	\$ -	\$ 5,660	\$ -	\$ 499	\$ -	\$ -	\$ 5,660	\$ -	Infrastructure - Medium	x	x	93
6-Delano, City of-1*	Kern	ATP-5 SRTS Intersection Enhancement and NI Work Plan	\$ 1,178	\$ 1,164	\$ -	\$ -	\$ 1,164	\$ -	\$ -	\$ 140	\$ -	\$ 949	\$ 75	Infrastructure + NI - Small	x	x	93
7-Bell Gardens, City of-1	Los Angeles	Bell Gardens Complete Streets Improvements - Phase 1	\$ 6,999	\$ 6,499	\$ 200	\$ 6,299	\$ -	\$ -	\$ 200	\$ -	\$ -	\$ 6,299	\$ -	Infrastructure - Medium	x		93
7-Long Beach, City of-2*	Los Angeles	Pacific Avenue Cycle Track	\$ 8,332	\$ 7,498	\$ 225	\$ 1,533	\$ -	\$ 5,740	\$ 225	\$ 675	\$ -	\$ 5,740	\$ 858	Infrastructure + NI - Large	x		93
7-Los Angeles, City of-11* [§]	Los Angeles	Connecting Canoga Park Through Safety and Urban Cooling	\$ 38,655	\$ 30,731	\$ 3,567	\$ -	\$ 1,921	\$ 25,243	\$ 3,567	\$ 1,921	\$ -	\$ 25,243	\$ -	Infrastructure - Large	x		93
7-Los Angeles, City of-4*	Los Angeles	SRTS Berendo Middle and 3 Feeder Elementary Schools Safety Project	\$ 11,057	\$ 9,951	\$ 188	\$ -	\$ 1,588	\$ 8,175	\$ 188	\$ 1,588	\$ -	\$ 8,175	\$ -	Infrastructure - Large	x	x	93
4-Santa Clara County-1	Santa Clara	Active and Safe Routes to a Healthier City	\$ 2,510	\$ 2,510	\$ 2,510	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,510	Non-Infrastructure	x	x	93
5-Santa Cruz, City of-2	Santa Cruz	Santa Cruz Rail Trail Segment 7 Phase 2 Construction	\$ 12,030	\$ 9,184	\$ 9,184	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,634	\$ 550	Infrastructure + NI - Large	x	x	93
4-Oakland, City of-2 [§]	Alameda	East Oakland Neighborhood Bike Routes	\$ 21,859	\$ 17,269	\$ -	\$ -	\$ 17,269	\$ -	\$ -	\$ -	\$ -	\$ 17,269	\$ -	Infrastructure - Large	x		92
3-El Dorado County-3	El Dorado	Pollock Pines - Pony Express Trail Bicycle and Pedestrian Improvements	\$ 2,000	\$ 1,440	\$ 1,440	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,440	\$ -	Infrastructure - Small	x		92
11-Imperial Beach, City of-1*	San Diego	9th St Active Transportation Corridor	\$ 3,354	\$ 3,018	\$ 539	\$ 2,479	\$ -	\$ -	\$ -	\$ 539	\$ -	\$ 2,479	\$ -	Infrastructure - Medium	x	x	92
7-Ventura County-2*	Ventura	El Rio Pedestrian Improvement and Safe Route to School Project	\$ 6,960	\$ 6,195	\$ -	\$ 222	\$ 5,973	\$ -	\$ 222	\$ 884	\$ -	\$ 5,089	\$ -	Infrastructure - Medium	x	x	92
11-National City, City of-3 [†]	San Diego	Highland Avenue Inter-City Bike Connection	\$ 1,897	\$ 539	\$ 58	\$ 260	\$ 221	\$ -	\$ 58	\$ 260	\$ -	\$ 221	\$ -	Infrastructure - Small	x		92
			\$ 309,654	\$ 241,541													

*Prior to programming, Caltrans will contact the applicant for project clarifications.

[§]Project requires a baseline agreement. Please see the SB 1 Accountability and Transparency Guidelines for more information.

[†]The City of National City requested \$1,895,000 for the Highland Avenue Inter-City Bike Connection project. However, only \$539,000 in programming capacity remains. Commission staff will work with the applicant to determine if the project can be delivered with available ATP funding.

Abbreviations, Acronyms, and Initialisms
CON: Construction Phase
DAC: Disadvantaged Community
NI: Non-Infrastructure
PA&ED: Environmental Phase
PS&E: Plans, Specifications & Estimates Phase
ROW: Right-of-Way Phase
SRTS: Safe Routes to School

CYCLE 1	PIN	Agency	Project Description	Total ATP	CTC Allocation	Vote Status
State Funded	KER141003	Delano	Safety and Education for an Active Delano School Communit	\$393,000	CON	approved FY 15/16
	KER141004	Kern County	Highland Elementary Pedestrian Improvements	\$275,000	CON	approved FY 15/16
	KER141005	Kern County	Horace Mann Pedestrian Improvements	\$310,000	CON	approved FY 15/16
	KER141006	Tehachapi	Valley Blvd. Bikeways Facilities Project Phase II	\$1,292,000	CON	approved FY 15/16
	KER141007	Wasco	Palm Ave. Elementary School Pedestrian Infrastructure Imp.	\$458,000	CON	approved FY 15/16
	KER141008	Wasco	Burke Elementary School Bike and Pedestrian Infrastructure	\$1,794,000	CON	approved FY 15/16
State Funded Total				\$4,522,000		
Regionally Funded	KER151001	Arvin	Sidewalk Improvements at Various Locations	\$680,000	CON	approved FY 14/15
	KER151002	Bakersfield	Safe Routes to School Improvements-Frank West School	\$312,000	CON	approved FY 15/16
	KER151004	Kern County	Mojave Pedestrian Improvements	\$249,000	CON	approved FY 16/17
	KER151003	Kern County	Walter Stiern Middle School Pedestrian Improvements	\$125,000	CON	approved FY 15/16
	KER151005	Tehachapi	Safe Routes to School Gap Closure Project	\$900,000	CON	approved FY 15/16
	KER151006	Wasco	Clemens & Jefferson School Bike and Pedestrian Improvem	\$306,000	CON	approved FY 15/16
	KER151008	Wasco	Highway 43 Pedestrian Lighting	\$593,000	CON	approved FY 15/16
KER151007	Wasco	Prueitt Elementary School Bike and Pedestrian Improvement	\$473,000	CON	approved FY 15/16	
Regional Funded Total				\$3,908,000		
Cycle 1 Funded Total				\$8,430,000		
Cycle 1 State Total				\$368,000,000		
CYCLE 2		Agency	Project Description	Funding		
State Funded	KER151009	Bakersfield	"A" Street Improvement Project	\$1,055,000	CON	approved FY 16/17
	KER151010	Kern COG	Kern Active Transportation Plan	\$250,000	CON	approved FY 15/16
	KER151012	Kern County	Lamont Pedestrian Improvement Project	\$1,430,000	CON	approved FY 16/17
	KER151011	Kern County	Mojave Pedestrian Improvement Project	\$896,000	CON	approved FY 16/17
	KER151013	McFarland	Kern Avenue Elementary SR2S Connectivity	\$293,000	CON	approved FY 16/17
KER151014	Tehachapi	Rail Corridor Project	\$2,042,000	CON	approved FY 17/18	
State Funded Total				\$5,966,000		
Regionally Funded	KER161001	Kern County	Kern River Bikepath Western Extension	\$3,549,000	CON	approved FY 19/20
Regional Funding Total				\$3,549,000		
Cycle 2 Funded Total				\$9,515,000		
Cycle 2 State Total				\$359,000,000		
CYCLE 3		Agency	Project Description	Funding		
State Funded	KER161004	Delano	Sidewalk Gap Closure Project	\$537,000	CON	approved FY 19/20
	KER161005	Delano	Intersection Enhancement and Education	\$589,000	CON	approved FY 19/20
	KER161008	Kern County	Rosamond Blvd Pedestrian Project	\$880,000	CON	programmed FY 20/21
State Funded Total				\$2,006,000		
Regionally Funded	KER161009	Arvin	Haven Drive Pedestrian and Bicycle Project	\$643,000	Project deleted: PE & CON programmed	
	KER161010	Arvin	Varsity Road Pedestrian and Bicycle Project	\$833,000	PA&ED, PS&E, CON programmed FY 20	
	KER161011	Bakersfield	Downtown Bicycle Connectivity Project	\$1,110,000	CON	approved FY 19/20
Regional Funding Total				\$2,586,000		
Cycle 3 Funded Total				\$4,592,000		
Cycle 3 State Total				\$236,000,000		
CYCLE 3 Augmentation		Agency	Project Description	Funding		
State Funded	KER171002	Arvin	Franklin Street Pedestrian and Bicycle Infrastructure Improve	\$350,000	Project deleted: PE programmed in FY	19/20,
	KER161006	Kern County	Boron Desert Lake Pedestrian Path	\$1,971,000	CON	approved FY 18/19
	KER161007	Kern County	Rexland Acres Sidewalk Project	\$5,640,000	CON	approved FY 18/19
	KER171001	Kern County	Virginia Street Pedestrian Path Project	\$2,173,000	CON	programmed FY 20/21
State Funded Total				\$10,134,000		
Regionally Funded	KER181001	Bakersfield	Downtown Pedestrian Connectivity Project	\$825,000	CON	approved FY 17/18
	KER181002	McFarland	Kern Avenue Elementary School SRTS Project	\$396,000	CON	approved FY 18/19
	KER181003	Tehachapi	Cherry Lane Southside Sidewalk	\$462,000	CON	approved FY 18/19
	KER181004	Wasco	Palm Ave Bicycle and Pedestrian Improvement	\$188,000	CON	approved FY 18/19
Regional Funding Total				\$1,871,000		
Cycle 3 Augmentation Funded Total				\$12,005,000		
Cycle 3 Augmentation State Total				\$200,000,000		
CYCLE 4		Agency	Project Description	Funding		
State Funded	KER191001	Kern County	South Chester Pedestrian Safety Project	\$1,967,000	CON	programmed FY 21/22
	KER191002	Kern County	Walk Lake Isabella Pedestrian and Bicycle accessibility	\$5,140,000	CON	programmed FY 22/23
	KER191003	Tehachapi	Snyder Avenue Sidewalk Gap Closure	\$1,490,000	CON	approved FY 20/21
State Funded Total				\$8,597,000		
Regionally Funded	KER191004	Bakersfield	Friant Kern Multi-Use Path	\$4,306,000	CON	programmed FY 21/22
Regional Funding Total				\$4,306,000		
Cycle 4 Funded Total				\$12,903,000		
Cycle 4 State Total				\$440,000,000		
All Cycles Kern Funded Total				\$47,445,000	3%	
All Cycles State Total				\$1,603,000,000	Kern % of ATP	
CYCLE 5						
State Funded		Delano	ATP-5 SRTS Intersection Enhancement and NI Work Plan	\$1,164,000		
State Funded Total				\$1,164,000		
Cycle 5 Funded Total				\$1,164,000		
Cycle 5 State Total				\$445,560,000		
All Cycles Kern Funded Total				\$48,609,000	2.4%	
All Cycles State Total				\$2,048,560,000	Kern % of ATP	
Not delivered/deleted				\$993,000		



X.
TTAC

March 3, 2021

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: X.
Active Transportation Program Cycle 5 - MPO Project List

DESCRIPTION: The California Transportation Commission (CTC) adopted Active Transportation Program (ATP) 2021 Fund Estimate and Guidelines on April 29, 2020 which provide provisions for MPO's to select and fund ATP projects for Cycle 5.

DISCUSSION: On February 9, 2021, the CTC announced staff recommendations for the statewide selection of ATP Cycle 5 applications. Kern region agencies submitted 12 applications for a total value of \$14,618,000. The CTC staff recommendation list of projects selected one project from the Kern region which was for the City of Delano. The project received a score of 93. The remaining 11 Kern region applications are under consideration for an MPO funding opportunity which will consider the existing state ranking list.

Under the direction of the adopted Kern COG Project Delivery Policies and Procedures, Kern COG will review remaining applications and consider them for MPO funding. The CTC adopted ATP Cycle 5 Fund Estimate indicates that the Kern MPO share is \$4,345,000 over the next four years, from 21-22 through 24-25. A draft Project list will be circulated in March for information and then in April for approval by the TTAC and Board of Directors. After that, the project list is submitted to the CTC. A Draft recommendation is due to the CTC by April 15, 2021 and a final recommendation is due to the CTC no later than May 14, 2021. The CTC will adopt the MPO selected projects at the June 23-24, 2021 meeting.

To advance this process, Kern COG staff convened a TTAC sub-committee workshop on February 17, 2021 to gain additional information about delivery details for the remaining 11 ATP applications. Kern COG staff then prepared a draft Capital Improvement Program based on CTC MPO funding limits, the ranking scores of the remaining project list and comments provided at the February 17 Workshop.

ATP Cycle 5 information may be downloaded at: <https://catc.ca.gov/programs/active-transportation-program> and <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle5>.

Action: Information.

Attachment A – Draft 2021 Active Transportation Capital Improvement Program - MPO List
Attachment B – Draft 2021 Active Transportation MPO Contingency List

ATTACHMENT A - DRAFT 2021 ACTIVE TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM - MPO LISTING

Application ID	Score	County	Project Title	Total Cost	ATP Funds	21-22	22-23	23-24	24-25
9-Tehachapi, City of-1	86	Kern	SRTS Dennison Road Bicycle/Pedestrian Corridor Improvement Project	\$ 2,437	\$ 2,432	\$ 345	\$ 2,087	\$ -	\$ -
6-Kern Council of Governments-1	84	Kern	Safe Routes for Cyclists in Kern County's Disadvantaged Communities	\$ 826	\$ 792	\$ 792	\$ -	\$ -	\$ -
6-Delano, City of-2	81	Kern	ATP-5 Bike Lane and Sidewalk Gap Improvement Project	\$ 925	\$ 911	\$ -	\$ -	\$ 911	\$ -
6-Bakersfield, City of-2	80	Kern	Chester Avenue (4th Street to Brundage Lane) Note 1	\$ 791	\$ 210	\$ 791	\$ -	\$ -	\$ -
				\$ 4,979	\$ 4,345	\$1,928	\$ 2,087	\$ 911	\$ -
MPO Programming Capacity as indicated by adopted 2021 ATP Fund Estimate					\$ 4,345				
Balance of proposed ATP / MPO requests and available MPO funding					\$ -				

Note 1: The original ATP funding request for this project is \$791,000. The amount was reduced to \$210,000 to financially constrain this proposed list. The City of Bakersfield would provide the match of \$581,000 to keep the scope of the project whole.

ATTACHMENT B - DRAFT 2021 ACTIVE TRANSPORTATION PROGRAM MPO CONTINGENCY LIST


Application ID	Score	County	Project Title	Total Cost	ATP Funds	21-22	22-23	23-24	24-25
6-Bakersfield, City of-4	79	Kern	North Bakersfield Bicycle Connectivity Project	\$ 234	\$ 234	\$ 234	\$ -	\$ -	\$ -
9-Tehachapi, City of-2	73	Kern	Valley Boulevard and Mill Street Gap Closure Project	\$ 3,509	\$ 2,934	\$ 284	\$ 2,650	\$ -	\$ -
6-Bakersfield, City of-3	72	Kern	Garces Memorial Circle	\$ 172	\$ 172	\$ 172	\$ -	\$ -	\$ -
6-Wasco, City of-1	67	Kern	Central Avenue Class I & Class II Bicycle Trails, Wasco	\$ 409	\$ 404	\$ 35	\$ 369	\$ -	\$ -
6-Bakersfield, City of-1	60	Kern	California Avenue (Oleander Avenue to R Street)	\$ 770	\$ 770	\$ 770	\$ -	\$ -	\$ -
6-Bakersfield, City of-5	57	Kern	Kern River at 24th Street	\$ 1,368	\$ 1,368	\$ 127	\$ -	\$ 117	\$ 1,124
6-Kern County - D6-1	25	Kern	Kern River Parkway Multi-Use Path Safety Improvement Project	\$ 1,999	\$ 1,939	\$ -	\$ 1,939	\$ -	\$ -



March 3, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco, 
Regional Planner

SUBJECT: TTAC AGENDA ITEM: XI
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 March 18, 2021, 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
March 2021	Approve Timeline and Fund Estimate
Late March 2021	Advertise Call for Projects
Mid August 2021	Candidate Projects Due
October 2021	Develop Program of Projects
January 2022	Present Draft Program of Projects to TTAC and TPPC
February 2022	Approve Final Program of Projects and introduction into FTIP

Fund Estimate

Part of the development of the 2023 Federal Transportation Improvement Program (FTIP) is project list review. While there are projects in federal fiscal year 20/21 and 21/22, Kern COG staff recommends moving forward with programming projects for federal fiscal year 22/23 and 23/24. In the event that apportionment levels do not meet planning levels, projects could be moved to future years. Please note that the Regional Traffic Count Program is not part of the estimated RSTP funding levels fair share estimate. This project was approved as part of a Memorandum of Understanding between City of Bakersfield, County of Kern, Caltrans, and Kern COG.

ESTIMATED RSTP FUNDING LEVELS

<u>2022-23</u>	<u>2023-24</u>	<u>TOTAL</u>
\$12,076,000	\$12,070,000	\$24,146,000

The proposed fair share programming by agency for the 2021 RSTP Call for Projects cycle is shown in the table below (in thousands):

Table 1: RSTP Fair Share Estimate					
Federal Fiscal Years			22-23	23-24	
Available to Program			\$12,076	\$12,070	
Agency	Population	%			Total
Arvin	21,677	2.36%	\$285	\$285	\$570
Bakersfield	392,756	42.80%	\$5,169	\$5,167	\$10,336
California City	14,161	1.54%	\$186	\$186	\$372
Delano	53,032	5.78%	\$698	\$698	\$1,396
Maricopa	1,127	0.12%	\$15	\$15	\$30
McFarland	14,388	1.57%	\$189	\$189	\$396
Ridgecrest	29,350	3.20%	\$386	\$386	\$772
Shafter	20,441	2.23%	\$269	\$269	\$496
Taft	8,680	0.95%	\$114	\$114	\$252
Tehachapi	12,758	1.39%	\$168	\$168	\$336
Wasco	28,884	3.15%	\$380	\$380	\$760
County of Kern	320,299	34.91%	\$4,217	\$4,213	\$8,430
Totals	917,553	100.00%			\$24,146

Note: percentages are rounded to the nearest hundredth

Source: Population figures from California State Department of Finance 5/1/20

Staff Recommendation

Kern COG staff recommends approval of the timeline and fund estimate as shown in Table 1.

Attachment: “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.



March 3, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco, *RP*
Regional Planner

SUBJECT: TTAC AGENDA ITEM: XII
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 17, 2016, will be used throughout this programming cycle. The guidance is enclosed.

Timeline

After approval by the Transportation Planning Policy Committee on March 18, 2021 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
March 2021	Approve Timeline and Fund Estimate
Late March 2021	Advertise Call for Projects
Mid August 2021	Candidate Projects Due
October 2021	Develop Program of Projects
November 2021	TTAC subcommittee (peer) review of applications and initial rankings
December 2021	Update Program of Projects as needed
January 2022	Present Draft Program of Projects to TTAC and TPPC
February 2022	Approve Final Program of Projects and introduction into FTIP

Funding Targets

Part of the development of the 2023 Federal Transportation Improvement Program (FTIP) is project list review. While there are projects in fiscal year 20/21 and 21/22, Kern COG staff recommends moving forward with programming projects for federal fiscal year 22/23 and 23/24. In the event that apportionment levels do not meet planning levels, projects could be moved to future years.

ESTIMATED CMAQ FUNDING LEVELS

<u>2022-23</u> \$11,539,000	<u>2023-24</u> \$11,535,000	<u>TOTAL</u> \$23,074,000
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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 FHWA Guidance*. 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
<p>Category 1: Public Transit Projects Eligible projects shall include but are not limited to transit stock and transit amenity improvements. A 3-year fleet conversion plan shall be required for alternative refueling infrastructure. Projects shall be distributed across: small urban areas; regional transit; and metropolitan transit.</p>	20%	\$4,614,800
<p>Category 2: Alternative Fuel & Infrastructure Projects Eligible projects may include advanced clean engine technology for non-transit vehicles and refueling infrastructure. Refueling infrastructure projects shall require a 3-year fleet conversion plan outlining how the refueling project will either expand, replace or transition vehicle technology within the agency and identified committed partners, and how they will serve those vehicles during operational peak-periods and non-peak periods. The fleet conversion plan must be specific to the project location and surrounding need.</p>	15%	\$3,461,100
<p>Category 3: Transportation System Management Projects Eligible projects: Transportation System Management (TSM) projects shall include traffic signal interconnect projects, operational improvements and Traffic Operation Center projects in the metropolitan Bakersfield area.</p>	20%	\$4,614,800
<p>Category 4: Discretionary Projects Eligible projects: The Discretionary Projects Category may include projects such as dust mitigation reductions, non-motorized projects, safety / traffic flow projects, freight/goods movement projects, (Active) Transportation Demand Management, or TSM projects outside of the Metropolitan Bakersfield area that can demonstrate an air quality benefit to the non-attainment area.</p>	45%	\$10,383,300
TOTAL	100%	\$23,074,000

Staff Recommendation

Kern COG staff recommends approval of the timeline and the proposal presented in Table 1.

Attachment: “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
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Screening Criteria	5-5
Project Eligibility	5-6
Non-Eligible Projects	5-13
Ranking Criteria and Point System	5-13
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Figure 5-D: Ozone/Carbon Monoxide Planning Areas.....	5-14
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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
Application Calculation and Reporting Requirements	5-22

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, the “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 provided funding over a two-year period starting October 1, 2012 (FY12-13) and ending September 30, 2014 (FY 13-14) followed by continuing resolutions. The CMAQ program is continued with the enactment of Fixing America’s Surface Transportation Act, or “FAST Act” which was signed into law on December 4, 2015. It is a 5-year transportation bill.

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 deliver 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 applications for consistency and accuracy. KCOG shall create a subcommittee of TTAC volunteers to review and comment on submitted applications. 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 by KCOG staff to ensure consistent review of submitted CMAQ applications.

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- The initial assignment of points and ranking of projects shall occur after all questions by KCOG staff, TTAC members, the Board or the public are sufficiently addressed by the applicant in order for the ranking to have significant value.
- During the application review period, KCOG staff will ensure that calculations for emissions benefits and cost benefits are reviewed to ensure consistency and accuracy.
- 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 TTAC, the projects proposed for funding are forwarded to the TPPC. Upon the approval of the TPPC the matter is then referred to state and federal agencies 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.
<p><i>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</i></p>	

Programming Guidance

The following guidance shall direct the programming of available CMAQ funding over the course of the FAST Act. The four 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. Projects will compete within each category separately as recommended by KCOG staff and approved by the KCOG Board of Directors.

For all categories, 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. 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.

Figure 5-B: CMAQ Programming Categories

CMAQ Programming Categories	
Category 1: Public Transit Projects	Eligible projects shall include but are not limited to transit stock and transit amenity improvements. A 3-year fleet conversion plan shall be required for alternative refueling infrastructure. Projects shall be distributed across: small urban areas; regional transit; and metropolitan transit.
Category 2: Alternative Fuel & Infrastructure Projects	Eligible projects may include advanced clean engine technology for non-transit vehicles and refueling infrastructure. Refueling infrastructure projects shall require a 3-year fleet conversion plan outlining how the refueling project will either expand, replace or transition vehicle technology within the agency and identified committed partners, and how they will serve those vehicles during operational peak-periods and non-peak periods. The fleet conversion plan must be specific to the project location and surrounding need.
Category 3: Transportation System Management Projects	Eligible projects: Transportation System Management (TSM) projects shall include traffic signal interconnect projects, operational improvements and Traffic Operation Center projects in the metropolitan Bakersfield area.
Category 4: Discretionary Projects	Eligible projects: The Discretionary Projects Category may include projects such as dust mitigation reductions, non-motorized projects, safety / traffic flow projects, freight/goods movement projects, (Active) Transportation Demand Management, or TSM projects outside of the Metropolitan Bakersfield area that can demonstrate an air quality benefit to the non-attainment area.

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 federal 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 improve safety, reduce congestion, and 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):

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- 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;
- 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 an 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

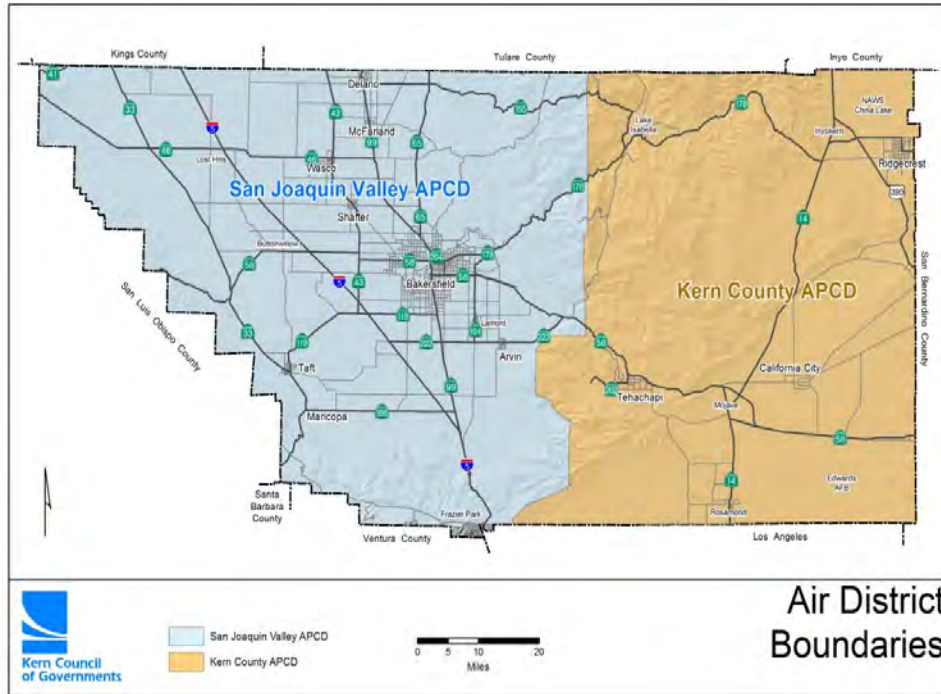


Figure 5-D: Ozone/Carbon Monoxide Planning Areas

Figure 2 – Ozone/Carbon Monoxide Planning Areas

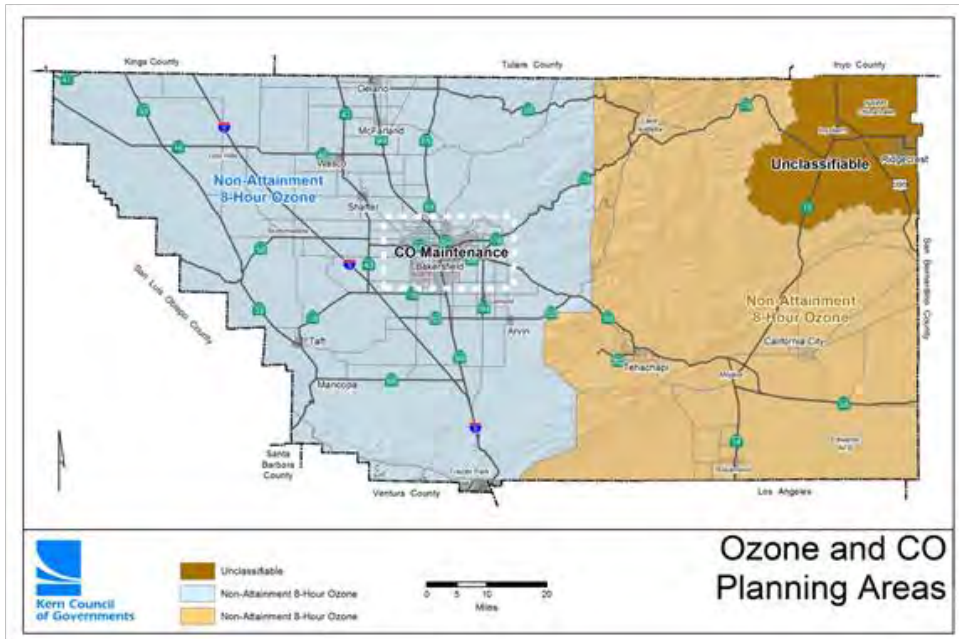


Figure 5-E: Particulate Matter Planning Areas

Figure 3 – Particulate Matter Planning Areas

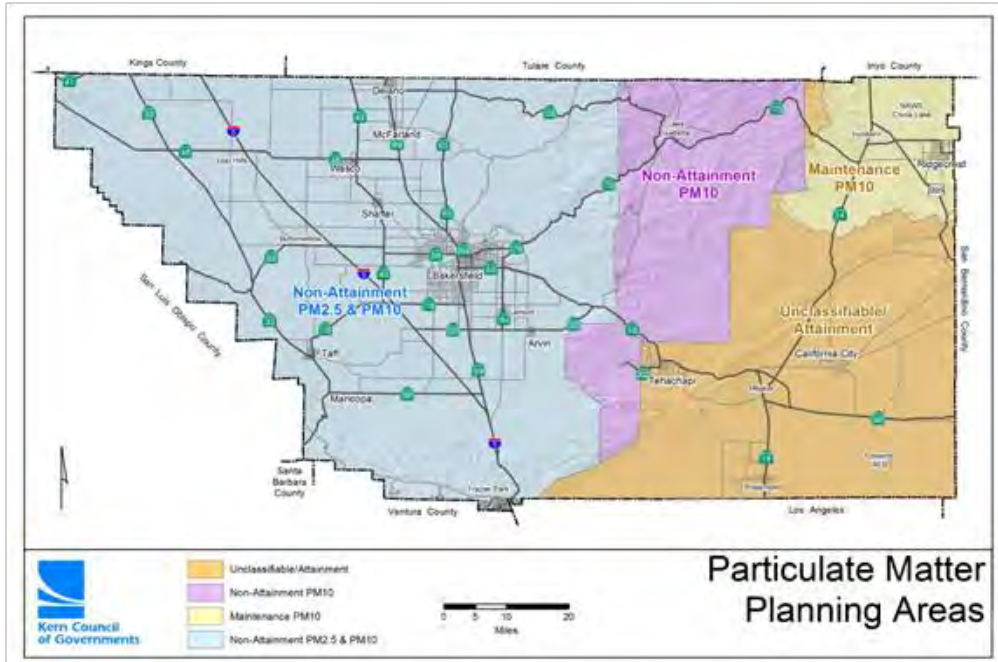


Figure 5-F: Ranking Criteria and Point System Summary

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*	25
BACM/RACM?*	5
Livability and Safety*	15
Congestion (LOS)*	25
Cost-Effectiveness	15
Max 100 Points	

Note: Projects compete separately within each of the four categories based on project type.
 *KCOG SCS framework-related metrics.

LEVERAGING OF LOCAL MATCH



KCOG staff shall note whether a project has included local match which exceeds the statutory requirement of 11.47% in most cases. Projects which indicate a 50% match or higher and less than 75% shall be considered only in the case of a tie-breaker situation during the financial constraint process in which two like projects also have the same number of points. Projects that demonstrate a local match of 75% or higher shall be awarded an extra 5 points for their project and will compete as normal. Again, if the project that is awarded the extra points ties with another project that does not have the extra match the project with the extra match will be selected. KCOG staff shall apply this option at their discretion during the financial constraint process.

Figure 5-G: CMAQ Performance Measures and Ranking Criteria Detail

General Criteria	
<u>VMT Reduction</u>	
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. Kern COG staff shall be consulted prior the application deadline to determine is an alternative analysis program or formula should be used outside the Air Resources Board air quality emission calculation tools. Otherwise all applications are expected to use the appropriate ARB calculator / formulas. 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% = 8 Top 80% - 89% = 7 Top 70% - 79% = 5 Top 60% - 69% = 3 Top 50% - 59% = 2	Top 90% - 100% = 8 Top 80% - 89% = 7 Top 70% - 79% = 5 Top 60% - 69% = 3 Top 50% - 59% = 2	Top 90% - 100% = 8 Top 80% - 89% = 7 Top 70% - 79% = 5 Top 60% - 69% = 3 Top 50% - 59% = 2	Top 90% - 100% = 8 Top 80% - 89% = 7 Top 70% - 79% = 5 Top 60% - 69% = 3 Top 50% - 59% = 2
VOC 	Top 90% - 100% = 7 Top 80% - 89% = 5 Top 70% - 79% = 3 Top 60% - 69% = 2	Top 90% - 100% = 7 Top 80% - 89% = 5 Top 70% - 79% = 3 Top 60% - 69% = 2	Top 90% - 100% = 7 Top 80% - 89% = 5 Top 70% - 79% = 3 Top 60% - 69% = 2	
NO_x 	Top 90% - 100% = 5 Top 80% - 89% = 3 Top 70% - 79% = 2	Top 90% - 100% = 5 Top 80% - 89% = 3 Top 70% - 79% = 2	Top 90% - 100% = 5 Top 80% - 89% = 3 Top 70% - 79% = 2	
PM_{2.5}	Any reduction = 3			
CO	Any reduction = 2 ⁶			
	Max Points = 25	Max Points = 20	Max Points = 20	Max Points = 8

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 (PM₁₀, Ozone, PM_{2.5} & CO).

³ Classified non-attainment for two pollutants (PM₁₀, 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 and Safety

Livability - Describe whether and how the project provides the four listed Livability 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.

Chapter 5: Congestion Mitigation & Air Quality Program (CMAQ)

Safety - Provide: (a) Existing and 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 (b) the statewide average accident and fatality 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. Answer the following two questions (5) and (6) based on the calculated values for accident rates and fatality rates as described above in items (a) and (b).

(5) Is the existing Accident Rate higher than the average rate for a similar facility, and does the project reduce the Accident Rate to the average rate or lower? Yes or No

(6) Is the existing Fatality Rate higher than the average rate for a similar facility, and does the project reduce the Fatality Rate to the average rate or lower? Yes or No

Ranking Criteria	Points
Project provides five of the six listed Livability or Safety benefits	15
Project provides three of the six listed Livability or Safety benefits	10
Project provides two of the six listed Livability or Safety benefits	5
Project provides one of the six listed Livability or Safety 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

Chapter 5: Congestion Mitigation & Air Quality Program (CMAQ)

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



March 3, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco, *RP*
Regional Planner

SUBJECT: TTAC AGENDA ITEM: XIII
ARVIN PROJECT STATUS REPORT

DESCRIPTION:

Adam Ojeda, City Engineer for the City of Arvin, will provide a project status report.

DISCUSSION:

The City of Arvin has a Regional Surface Transportation Program (RSTP) project and an Active Transportation Program (ATP) project programmed. The Transportation Technical Advisory Committee requested a project status report from the City of Arvin regarding the projects in the table below. Adam Ojeda, City Engineer for the City of Arvin will reference the letters attached to outline the history of the projects, the project's current status and next steps.

KER180403 Haven Dr from Meyer St to Derby St; resurfacing and rehabilitation	FY 20/21 PE	\$111,539 RSTP	\$14,452 local	\$125,991 total
	FY 21/22 CON	\$458,461 RSTP \$75,000 HIP	\$317,139 local	\$850,600 total
KER161010 Varsity Road Pedestrian and Bicycle Project	FY 20/21 PA&ED PS&E	\$7,000 ATP \$112,000 ATP	\$0 local	\$119,000 total
	FY 20/21 CON	\$714,000 ATP	\$0 local	\$714,000 total

February 5, 2021: Adam Ojeda provided project delivery letters which were then submitted as part of the February 18, 2021 Transportation Planning Policy Committee agenda.

February 10, 2021: Staff from the City of Arvin, Kern County, and Kern COG met to discuss revised delivery schedules for the projects above.

February 12, 2021: A follow-up meeting was held with staff from Arvin, Caltrans, Kern County, and Kern COG since there were questions for Caltrans Local Assistance.

February 18, 2021: Adam Ojeda provided revised project delivery letter for the RSTP project which is attached to this staff report.

February 10th and February 12th meeting summary:

1. KER180403 – Under the Arvin Corrective Action Plan, Arvin will not be issued new E-76s at this time. Arvin must work with Kern County on future project delivery through Caltrans Local Assistance. Kern County is in the process of reviewing an Arvin/Kern County agreement for this project. After the agreement is approved by both the Arvin City Council and the Kern County Board of Supervisors, the preliminary engineering phase is expected to be submitted for funding authorization by April 30th. Kern COG will need to process a FTIP Administrative Modification to change the lead agency from Arvin to Kern County. The lead agency revision will then allow Kern County to submit the request for authorization.
2. KER161010 – Originally, the preliminary engineering funding was programmed in FY 19/20. The City of Arvin requested allocation time extensions for the preliminary engineering. In December 2020, the California Transportation Commission (CTC) approved allocation time extensions for the PA&ED and PS&E phases. Kern County is in the process of reviewing an Arvin/Kern County agreement for this project. The City of Arvin staff expects to meet the new deadlines to request preliminary engineering allocation votes. In addition, the City of Arvin is expected to request an allocation time extension for the construction phase of the project.

Attachment: February 5, 2021 City of Arvin ATP and RSTP letters
February 18, 2021 City of Arvin revised RSTP letter

ACTION: Information.



COMMUNITY DEVELOPMENT
DEPARTMENT
ENGINEERING DIVISION
141 PLUMTREE DRIVE
ARVIN, CA 93203
661-854-2822

February 5, 2021

Raquel Pacheco
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

Re: [KER161010] – Varsity Road Pedestrian and Bicycle Project

Ms Pacheco,

As requested, I am providing this letter project delivery letter regarding the above referenced project. Below is the specific information requested.

Caltrans Project ID: ATP3-06-049M

Location: Located within Arvin city limits along the south side of Varsity Road from Mahin Drive westerly to Campus Drive.

Funding Program: ATP Cycle 3

Total Project Cost: \$7,000 PA&ED, \$112,000 PS&E, \$714,000 CON - \$833,000 total

Federal Share of Project: \$833,000

Reason For Delay: The City of Arvin had been subject to an audit by Caltrans regarding another ATP project, and during this time, the city was instructed that it could not move on projects until the audit was completed. The audit began in 2018, and did not conclude until May of 2020 when a Corrective Action Plan (CAP) was provided to the City. Under the terms of the CAP, the City is prohibited from moving federal aid projects forward unless it works with an approved public agency which has properly delivered federal aid projects in the past. The only agency willing to participate is the Kern County Department of Public Works whom the City has been working with on a project-by-project basis the pace of which has been influenced by their capacity to fit Arvin projects into their active projects. To date several other projects have taken precedence over this one, but the City is engaged in negotiations with the County to move this project forward currently.

Revised submittal date: An allocation deadline extension of 9 and 12 months was requested and provided by Caltrans in December 2020 for PA&ED and PS&E respectively. Revised dates allocation dates are therefore September 2020 (PA&E) and December 2021 (PS&E). The CON deadline is currently June 2021, and it is anticipated that a 12 month extension will be requested at an appropriate time as advised by Caltrans Local Assistance.

Sincerely,

A blue ink signature of Adam Ojeda.

Adam Ojeda; P.E. - City Engineer



COMMUNITY DEVELOPMENT
DEPARTMENT
ENGINEERING DIVISION
141 PLUMTREE DRIVE
ARVIN, CA 93203
661-854-2822

February 5, 2021

Raquel Pacheco
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

Re: [KER180403] – Haven Drive resurfacing/rehabilitation project

Ms Pacheco,

As requested, I am providing this letter project delivery letter regarding the above referenced project. Below is the specific information requested.

Caltrans Project ID: TBD

Location: Located within Arvin city limits along Haven Drive between Meyer Street and Derby Street

Funding Program: RSTP and HIP

Total Project Cost: \$125,991 PE, \$850,600 CON - \$976,591 total

Federal Share of Project: \$570,000 RSTP and \$75,000 HIP

Reason For Delay: The City of Arvin had been subject to an audit by Caltrans regarding an ATP project, and during that time, the city was instructed that it could not move on projects until the audit was completed. The audit began in 2018, and did not conclude until May of 2020 when a Corrective Action Plan (CAP) was provided to the City. Under the terms of the CAP, the City is prohibited from moving federal aid projects forward unless it works with an approved public agency which has properly delivered federal aid projects in the past. The only agency willing to participate is the Kern County Department of Public Works whom the City has been working with on a project-by-project basis the pace of which has been influenced by their capacity to fit Arvin projects into their active projects. To date several other projects have taken precedence over this one, but the City is engaged in negotiations with the County to move this project forward currently.

Revised submittal date: An allocation request is not thought to be feasible for at least 12 months from the submission of this letter in light of the restrictions of the CAP. Therefore, the proposed allocation request timeframe for PE will be February of 2022, and an anticipated CON allocation request would follow approximately 6 months later; August 2022.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Adam Ojeda'.

Adam Ojeda; P.E. - City Engineer



COMMUNITY DEVELOPMENT
DEPARTMENT
ENGINEERING DIVISION
141 PLUMTREE DRIVE
ARVIN, CA 93203
661-854-2822

Raquel Pacheco
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

February 18, 2021

Re: [KER180403] – Haven Drive resurfacing/rehabilitation project

Ms Pacheco,

As requested, I am providing this letter project delivery letter regarding the above referenced project. Below is the specific information requested.

Caltrans Project ID: TBD

Location: within Arvin city limits along Haven Drive between Meyer St. and Derby St.

Funding Program: RSTP and HIP

Total Project Cost: \$125,991 PE, \$850,600 CON - \$976,591 total

Federal Share of Project: \$570,000 RSTP and \$75,000 HIP

Reason For Delay: The City of Arvin had been subject to an audit by Caltrans regarding an ATP project, and during that time, the city was instructed that it could not move on projects until the audit was completed. The audit began in 2018, and did not conclude until May of 2020 when a Corrective Action Plan (CAP) was provided to the City. Under the terms of the CAP, the City is prohibited from moving federal or state aid projects forward unless it works with an approved public agency which has properly delivered such projects in the past. The only agency willing to participate is the Kern County Department of Public Works whom the City has been working with on a project-by-project basis which has been dependent on the capacity of their workload as well as the workload of the City of Arvin.

In recent weeks the City has been engaged in negotiations with the County to move this project forward. The County will provide an agreement to the City on approximately February 25th for City Council approval followed by County Board approval at the end of March. Following these actions, and the execution of an agreement, the City of Arvin will work with Kern Cog to perform an FTIP administrative modification to formally change the lead agency to Kern County as required by the CAP.

Revised submittal date: An allocation request for PE will be made by the County by April 30th. The construction phase is currently programmed in the 21/22 fiscal year, and an allocation request will be made at such time that is consistent with Kern Cog policies for allocations.

Sincerely,

A blue ink signature of Adam Ojeda.

Adam Ojeda; P.E. - City Engineer



March 3, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco, *RP*
Regional Planner

SUBJECT: TTAC AGENDA ITEM: XIV
HIGHWAY INFRASTRUCTURE PROGRAM – STATUS UPDATE

DESCRIPTION:

Kern COG staff will provide a Highway Infrastructure Program status update.

DISCUSSION:

Background

On December 27, 2020, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) was approved. FHWA Notice N4510.851 and FHWA Notice N4510.852 certify that Highway Infrastructure Program (HIP) funds are available as part of CRRSAA. At the February 3rd TTAC meeting, the TTAC directed Kern COG staff to consider the following options to best use the HIP funding that may soon be available:

1. First divert \$106,095 of funding that comes in to fulfilling the HIP program (This amount is subject to change due to obligations, de-obligations, and projects not delivered.)
2. Then divert the remaining funds to two regional projects: environmental phase of the SR 58 Truck Climbing Lanes project and the right of way phase of the Hageman Flyover project.

Kern COG staff supported the TTAC recommendation with the added clarification to split funding evenly between the regional projects in Option 2. On February 18, 2021, the Kern COG Board approved Option 1 and Option 2 with the funding split evenly between the regional projects.

HIP Funding Distribution

Kern COG must wait for official documentation from Caltrans and/or California Transportation Commission (CTC) to know the exact amount of HIP funds available to the Kern region in FHWA Notice N4510.851. Kern COG staff attended CTC Workshops to discuss the HIP funding distribution on February 9th and February 26th. The February 9th workshop was an opportunity for regions statewide to discuss their preference for funding distribution. Regions requested CTC staff provide actual funding distribution amounts for the next workshop. CTC staff plans to discuss the funding distribution at the March CTC meeting (March 24-25).

Kern COG has received the funding amounts for FHWA Notice N4510.852 from Caltrans. There is \$459,711 for areas above 200,000 population and \$275,973 for areas below 200,000 population.

There was an error in the December 2020 HIP balance sheets from Caltrans that has now been corrected in the January 2021 HIP balance sheets. The new funding amount needed to fulfill the HIP program in Option 1 is now \$152,429. The \$275,973 from Notice N4510.852 is enough to cover Option 1.

Attachment: HIP Activity Summary and Future Programming (as of January 31, 2021)

ACTION: Information.

**Kern Council of Governments
HIP Activity Summary and Future Programming**

Date of Transaction				HIP		
				Urban	Any Area	
September 30, 2018						
FFY 17-18 Estimated (Advanced) HIP Apportionments as of 6/4/2018				1,378,910	818,785	
FFY 18-19 Estimated (Advanced) HIP Apportionments as of 3/25/2019				1,942,786	1,153,610	
FFY 19-20 Estimated (Advanced) HIP Apportionments as of 3/11/2020				564,042	334,924	
	Total Beginning Balance	Project #	Location	Description	3,885,738	2,307,319
11/29/2018	Bakersfield	STPL-5109(236)	A. ST. BETWEEN BRUNDAGE LN. AND CALIFORNIA AVE	ROAD REHABILITATION	299,999	
12/14/2018	McFarland	STPL-5343(010)	SOUTH SIDE OF W. KERN AVE. FROM 3RD ST. TO 4TH ST.	LANDSCAPING AND PED IMPROVEMENTS		32,462
3/28/2019	Bakersfield	STPL-5109(249)	DISTRICT BLVD; BETWEEN GOSFORD RD TO STINE RD (2.0 MILES)	ROAD RECONSTRUCTION	400,000	
4/3/2019	Bakersfield	STPL-5109(250)	WIBLE RD; BETWEEN WHITE LN. TO PLANZ RD. AND SOUTH H ST. BETWEEN PACHECO RD. TO WHITE LN	ROAD RECONSTRUCTION	237,000	
5/2/2019	Shafter	STPL-5281(028)	JAMES ST BETWEEN LERDO HWY AND CENTRAL AVE	ROAD RECONSTRUCTION		47,000
8/27/2019	Tehachapi	STPL-5184(032)	ON TEHACHAPI BOULEVARD FROM CURRY ST TO HAYES ST	REHAB AC. WITH PAVEMENT INTERLAYER MAT		129,000
9/5/2019	Delano	STPL-5227(062)	11TH AVE FROM RANDOLPH ST. TO ALBANY ST., TIMMONS AVE FROM GARCES HWY TO CECIL AVE AND 9TH AVE FROM RANDOLPH ST. TO BROWNING RD.	RESURFACING, RECONSTRUCTION AND REHABILITATION	89,128	
1/9/2020	Wasco	STPL-5287(056)	7TH ST BETWEEN MAGNOLIA AVE WEST TO END OF THE ROAD AT THE WASTEWATER TREATMENT PLANT	RECONSTRUCTION		67,000
2/19/2020	Kern County	STHIPCML-5950(466)	(1) BRITE ROAD BETWEEN BUTTONWILLOW RD TO WASCO WAY (2) MIRASOL AVE BETWEEN BRITE RD. AND SR58	PAVEMENT RESURFACING AND REHABILITATION AND CONSTRUCT UP TO 8' AC SHOULDERS		765,000
3/5/2020	Bakersfield	STPL-5109(236)	A. ST. BETWEEN BRUNDAGE LN. AND CALIFORNIA AVE	ROAD REHABILITATION	(122,567)	
3/18/2020	California City	STPL-5399(028)	HACIENDA BOULEVARD FROM SOUTH LOOP BOULEVARD TO EUCALYPTUS AVENUE	ROAD REHABILITATION		32,450
4/15/2020	Ridgecrest	STPL-5385(067)	WEST WARD AVENUE FROM NORTH NORMA STREET TO NORTH CHINA LAKE BOULEVARD	PAVEMENT REHABILITATION		14,611
4/15/2020	Shafter	STPHIPL-5281(029)	JAMES ST BETWEEN CENTRAL AVE TO SHAFER AVE	ROAD RECONSTRUCTION		47,000
5/4/2020	Delano	STPL-5227(063)	ALBANY ST BETWEEN 20TH AVE & COUNTY LINE RD; PRINCETON ST BETWEEN CECIL AVE AND 20TH AVE; SCHUSTER BETWEEN S LEXINGTON ST AND BROWNING RD	PAVEMENT RESURFACING AND REHABILITATION	39,872	
5/20/2020	McFarland	STPL-5343(010)	SOUTH SIDE OF W. KERN AVE. FROM 3RD ST. TO 4TH ST.	LANDSCAPING AND PED IMPROVEMENTS		(23,677)
6/9/2020	Ridgecrest	HSIPL-5385(060)	GRAAF AVE AT ARLENE AVE; DRUMMOND AVE AT SANDERS ST; LAS FLORES AVE AT SIERRA	INSTALL RRFB'S WITH SIGNAGE AND STRIPING AND UPGRADE ADA RAMPS		16,053
Total Activities/Adjustments (includes obligations, transfers, and exchanges)					943,432	1,126,899
December 31, 2020	Ending Balance as of:(total beginning balance and apportionments less total activities/adjustments)				2,942,306	1,180,420

**Kern Council of Governments
HIP Activity Summary and Future Programming**

Date of Transaction				HIP	
				Urban	Any Area
December 31, 2020 Unobligated Balances					
FFY 17-18 Estimated (Advanced) HIP Urban Apportionments as of 12/31/2020 adjustment for STHIPCML-5950(466) in 12/31/20 report				435,478	23,677
FFY 18-19 Estimated (Advanced) HIP Urban Apportionments as of 12/31/2020				1,942,786	821,819
FFY 19-20 Estimated (Advanced) HIP Urban Apportionments as of 12/31/2020				564,042	334,924
Total Beginning Balance				2,942,306	1,226,755
1/28/2021	California City	STPHIPL-5399(030)	California City: Hacienda Blvd from Cal City Blvd to Eucalyptus Ave (approximately 1,250 linear feet)	pavement rehabilitation	49,222
Total Activities/Adjustments (includes obligations, transfers, and exchanges)				0	49,222
January 31, 2021 Ending Balance as of:(total beginning balance and apportionments less total activities/adjustments)				2,942,306	1,177,533
January 31, 2021 Unobligated Balances					
FFY 17-18 Estimated (Advanced) HIP Urban Apportionments as of 1/31/2021				435,478	20,790
FFY 18-19 Estimated (Advanced) HIP Urban Apportionments as of 1/31/2021 adjustment for STHIPCML-5950(466) from 12/31/20 report offset				1,942,786	821,819
FFY 19-20 Estimated (Advanced) HIP Urban Apportionments as of 1/31/2021				564,042	334,924
Total Beginning Balance and Apportionments				2,942,306	1,131,199
FY 20/21	Bakersfield	KER180403	Bakersfield: New Stine Rd from Ming Ave to Stockdale Hwy	rehabilitation	650,000
FY 20/21	Bakersfield	KER180403	Bakersfield: South H St from Panama Ln to Pacheco Rd	rehabilitation	665,000
FY 20/21	Delano	KER180403	Delano: Albany St from Garces Hwy to 20th Ave	pavement resurfacing and/or rehabilitation	91,000
FY 20/21	Delano	KER180403	Delano: Cecil Ave from Randolph St to Browning Rd	pavement resurfacing and/or rehabilitation	91,000
FY 20/21	Kern County	KER180403	Near Arvin: Edison Rd from SR 223 to Di Giorgio Rd (3 miles)	road rehabilitation	203,147
FY 20/21	Taft	KER180403	Taft: 10th St from A St Pilgrim Ave (approx. 1,150 linear ft)	rehabilitation	28,726
FY 20/21	Wasco	KER180403	Wasco: Palm Ave from Jackson Ave to Gromer Ave at various locations	pavement rehabilitation	39,838
Total Activities/Adjustments (includes obligations, transfers, and exchanges)				1,497,000	271,711
September 30, 2021 Ending Balance as of:(total beginning balance and apportionments less total activities/adjustments)				1,445,306	859,488
September 30, 2021 Unobligated Balances				1,445,306	859,488
Total Beginning Balance				1,445,306	859,488
FY 21/22	Arvin	KER180403	Arvin: Haven Dr from Meyer St to Derby St	resurfacing/rehabilitation	75,000
FY 21/22	California City	KER180403	California City: Hacienda Blvd from Cal City Blvd to Eucalyptus Ave (approximately 1,250 linear feet)	pavement rehabilitation	1,778
FY 21/22	Kern County	KER180403	Near Wasco: Scofield Ave from Merced Ave to Wasco City Limits (3.4 miles)	road rehabilitation	871,853
FY 21/22	McFarland	KER200404	McFarland: 2nd St from Westside Corner of Harlow Ave to California Ave	landscape and pedestrian improvements	5,850
FY 21/22	Taft	KER180403	Taft: 10th St from A St Pilgrim Ave (approx. 1,150 linear ft)	rehabilitation	3,274
FY 21/22	Wasco	KER180403	Wasco: Palm Ave from Jackson Ave to Gromer Ave at various locations	pavement rehabilitation	54,162
Total Activities/Adjustments (includes obligations, transfers, and exchanges)				0	1,011,917
October 31, 2022 Ending Balance as of:(total beginning balance and apportionments less total activities/adjustments)				1,445,306	(152,429)



March 3, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Joseph Stramaglia,
Project Delivery Team Lead

SUBJECT: TTAC AGENDA ITEM XV.
2022 Regional Transportation Improvement Program

DESCRIPTION:

Every two years in the odd-numbered year, regional transportation planning agencies are to submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission for their approval in December of the same odd-numbered year.

DISCUSSION:

The California Transportation Commission (CTC) has initiated the 2022 Regional Transportation Improvement Program (2022 RTIP) process at their January 27– 28, 2021 meeting to develop a statewide 2022 State Transportation Improvement Program (2022 STIP) for projects of regional significance. The general order of this process is 1) CTC develops a statewide 5-Year regional share fund estimate; 2) CTC updates 2022 STIP guidelines; 3) regions submit RTIP's; and 4) the CTC consolidates RTIP's and approves the 2022 STIP.

2022 Regional Transportation Improvement Program Schedule		
January 2021	CTC	Adopt 2022 STIP Fund Estimate & RTIP Schedule
March 2021	CTC	Present Fund Estimate Assumptions to Commissioners
May 2021	CTC	Adopt Fund Estimate Assumptions
May 2021	KCOG	Regional Workshop
June 2021	CTC	Present Draft Fund Estimate
July 2021	KCOG	Regional Workshop
August 2021	CTC	Adopt Statewide Fund Estimate and Guidelines
September 2021	KCOG	Regional Workshop
September 2021	KCOG	Circulate Adm. Draft 2020 RTIP
October 2021	KCOG	Circulate Draft 2020 RTIP
November 2021	KCOG	Regional Adoption of 2022 RTIP
December 2021	KCOG	Submit 2022 RTIP to the CTC by December 15, 2021
February 2022	CTC	Conduct Southern/Northern California Public Hearing
March 2022	CTC	CTC will circulate staff recommendation for 2022 STIP
April 2022	CTC	Approve final 2022 STIP

The process for the region is to 1) establish new programming capacity defined by the state's fund estimate; 2) assess current regional project needs including cost estimate updates; 3) develop a proposed program of projects; and 4) regionally adopt the 2022 RTIP for submission to the CTC by December 15, 2021.

Current 2020 STIP as Adopted - Kern COG projects in the current 2020 State Transportation Improvement Program include highway capacity projects on State Routes 14, 46 and 58. It must be noted that specific regional actions from the 2020 RTIP cycle affect how the 2022 RTIP cycle program of project recommendations is developed. First, because there was no new funding capacity for the 2020 RTIP cycle, a regional decision of note was to defer \$30 million from a Caltrans partnership project at State Route 58 and 99 in order to advance construction of the final phase of State Route 46 widening project near Interstate 5. Because the 58 / 99 auxiliary lane project was deferred, it was also removed from the STIP. It is the region's intent that RTIP funding be used to supplement other state construction funding in the State Highway Operations Protection Program (SHOPP). It is staff's intention to restore this programming if there is funding capacity to do so and if Caltrans is advancing the design of the auxiliary lane.

The second important action of note taken during the 2020 RTIP cycle was to elevate the need for truck climbing lanes on State Route 58 east of Bakersfield. It is the region's intent that this project will also become a SHOPP project. However, the RTIP process could play a future role in advancing pre-construction phases to develop the project. Significant coordination with Caltrans will be required for both the auxiliary lane and truck-climbing lane projects. The third important action that the Board approved was on State Route 14, the Freeman Gulch widening project, which came to a stand-still when Caltrans was unable to offer its 40% of funding for these partnership projects with Inyo and Mono County. As a result, the Kern COG Board agreed with staff that the Freeman Gulch projects for segments 2 or 3 could not advance without the Caltrans funding partnership intact.

These projects are part of the 2020 State Transportation Improvement Program and reflected in a recent CTC document called the 2020 Report of STIP Balances County and Interregional Shares, or, the 2020 Orange Book. This publication presents current programming for regions statewide including the status of any allocation or other project activity. Attachment A of this report includes the report pages with Kern activity listed. This information will be the point of beginning for establishing the proposed regional Capital Improvement Program which will be developed over the next several months. The table below provides construction status of projects from either the 2018 STIP, the 2020 STIP, or both.

SR 14 Freeman Gulch	Segment 2 - this project is currently in the design phase but is shelved
SR 46 Widen Seg 4A	Construction was completed in 2020
SR 46 Widen Seg 4B	This project is starting the construction phase this year
SR 46 Widen Seg 4C	This project is scheduled for construction in 2022
SR 58 Centennial	Centennial Corridor – Mainline: this project is under construction
SR 58 & 99 Aux Lane	This is a Caltrans partnership project which was temporarily shelved
SR 58 Climbing Lanes	This is a Caltrans partnership project not yet introduced to the STIP

2020 STIP funding – It is important to recap that the adopted Fund Estimate established for the 2020 STIP cycle did not provide new programming for the regions in the outer two years of programming. As a result, regions were not able to advance new phases of work for projects already in progress. For Kern, the Board approved the decision to move \$30 million of existing programming from Metropolitan Bakersfield out to the

State Route 46 widening project that was in progress and in need of final funding to secure construction. This transfer of programming was at the core of the Kern 2020 RTIP cycle.

Update of Kern COG Project Delivery Policies and Procedures – In March of 2019, the Kern COG Board adopted the latest version of the Kern COG Project Delivery Policies and Procedures document which included updates to Chapters 1, 2 and 3. Chapter 3 focuses on the Regional Transportation Improvement Program process. The purpose of the update was to bring the Kern COG document to be more in alignment with recently adopted State Transportation Improvement Program Guidelines as adopted by the California Transportation Commission. At the heart of the update was the need to review and update performance measure requirements in the Kern COG policy document that not only are more consistent with the latest STIP process but more competitive for the many other discretionary transportation programs. Once completed in March 2019, the Transportation Technical Advisory Committee advised Kern COG staff that a new call for RTIP projects would not be initiated due to the lack of RTIP funding going forward. They did not feel that the required effort was commensurate with the available funding. This issue will be revisited during the 2022 RTIP cycle.

Action: Information.

Enclosures: Attachment A: 2020 CTC Orange Book – Kern
Attachment B: Current Listings of State Highway Maintenance Project Investments
Attachment C: Schedule of Regional 2020 RTIP Workshops

2020 SUMMARY OF STIP COUNTY SHARE

Does Not Include ITIP Interregional Shares (See Separate Listing)
(\$1,000's)

Total County Share, June 30, 2019 (from 2019 Report)	108,348
Adjustment for 2017-18 and 2018-19 lapses	0
Less 2018-19 Allocations and closed projects	(13,904)
Less Projects Lapsed, July 1, 2019-June 30, 2020	0
2020 STIP Fund Estimate Formula Distribution	16,758
Total County Share, June 30, 2020	109,310

Kern																													
Agency	Rte	PMO	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year						Project Totals by Component															
								Prior	20-21	21-22	22-23	23-24	24-25	R/W	Const	E & P	P&BE	R/W Sup	Con Est										
Highway Projects:																													
Caltrans	48	3412	Wasco-Jumper Av. 4 lane rev			close	2,070	2,070	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Caltrans	58	3482	Tehachapi Demmon Rd interchange			close	1,838	1,838	0	0	0	0	0	0	0	0	0	548	888	0	0	0	0	0	0	0	0	0	
Bakersfield	loc	3705A	Rt 55-Westside Parkway Connector VC-Ph2			delete	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bakersfield	cash	3709B	AB 3000 Reimbursement (Westside Pkwy-Ph1) (185-07)			Jun-20	18,963	0	18,963	0	0	0	0	0	0	0	0	18,963	0	0	0	0	0	0	0	0	0	0	
Caltrans	14	5042B	Fresman Gulch widening-Segment 2 (RIP 40%)				1,950	1,950	0	0	0	0	0	0	0	0	0	0	0	1,950	0	0	0	0	0	0	0	0	
Caltrans	48	3386D	Widen to 4 lanes, Pavilion-6to Lost Hills Rd, Seg 4B				5,400	0	5,400	0	0	0	0	0	0	960	3,500	0	0	0	340	600	0	0	0	0	0		
Caltrans	395	170	Clearcha-Carugo 4-lane expressway (RIP 10%)				13,790	4,498	0	9,295	0	0	0	0	0	2,480	8,310	937	731	350	985	0	0	0	0	0	0		
Bakersfield	cash	3709B	AB 3000 Reimbursement (Westside Pkwy-Ph1) (185-07)				37,927	0	0	18,964	18,963	0	0	0	0	0	37,927	0	0	0	0	0	0	0	0	0	0		
Caltrans	46	3386E	Widen 4 lane, Brown Paloma-Fernwood, Seg 4C (SB 1)				27,000	0	700	0	20,300	0	0	0	0	100	20,900	0	500	100	3,400	0	0	0	0	0	0		
Kern COG		6003	Planning, programming, and monitoring				1,500	0	300	300	300	300	300	0	0	1,500	0	0	0	0	0	0	0	0	0	0	0		
Subtotal, Highway Projects							110,248	10,164	25,363	28,556	45,563	300	300	3,540	91,100	3,855	4,179	700	6,385	0	0	0	0	0	0	0	0	0	
Total Programmed or Voted since July 1, 2018							110,248																						
Balance of STIP County Share, Kern																													
							Total County Share, June 30, 2020	109,310																					
							Total Now Programmed or Voted Since July 1, 2018	110,248																					
							Unprogrammed Share Balance	0																					
							Share Balance Advanced or Overdrawn	929																					

Attachment B: Current Listings of State Highway Maintenance Project Investments

KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS OF REGIONAL SIGNIFICANCE
Proposed

ID	Program	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction		
							Cost (\$K)	Year	Funded
PROPOSED PROJECT LIST (YEARS 6-7)									
1C060	SHOPP	6	223	1.85/10.5	Kern 223 Rehab / Remove and Replace HMA (Full Depth Recycle)		\$9,877	2024/25	No
0Y150	SHOPP	6	223	20.1/21.3	Arvin CAPM / Pavement Preservation (Multi-Asset CAPM)		\$5,029	2024/25	No
37920	SHOPP	9	058	77.2/88.56	Keene Pavement / Pavement Repair CAPM/Rehab	ENV	\$165,515	2024/25	Yes
0W920	SHOPP	6	005	4.4/10.2	Grapevine Rehab / Pavement Rehabilitation (3R)	ENV	\$95,658	2024/25	Yes
0X570	SHOPP	6	005	0.73/1.08	Tejon SRRRA Water & Wastewater Upgrades / Upgrade Water and Wastewater Systems	ENV	\$10,583	2025/26	No
1A760	SHOPP	6	046	50.8/57.78	East Wasco Rehab / Rehabilitate Pavement		\$20,211	2025/26	No
0W830	SHOPP	6	033	14.4/17.9	South Taft Rehab / Roadway Rehabilitation (3R)	ENV	\$26,704	2025/26	No
0X370	SHOPP	6	099	21.15/24.6	Bakersfield 99 Rehab II (South) / Roadway Rehabilitation (3R)	ENV	\$68,290	2025/26	Yes

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Attachment B: Current Listings of State Highway Maintenance Project Investments

KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS OF REGIONAL SIGNIFICANCE
Planned

ID	Program	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction		
							Cost (\$K)	Year	Funded
PLANNED PROJECT LIST (YEARS 8-10)									
38310	SHOPP	9	058	R99.8/R107.7	Cache Creek Pavement / Restore Pavement and Drainage	ENV	\$39,623	2026/27	No
37520	SHOPP	9	014	R12.6/16.7	Mojave Pavement / Rehab/CAPM Pavement and Upgrade ADA	ENV	\$47,558	2026/27	Yes
0X450	SHOPP	6	058	R64.9/R64.9	Arvin Ker-58 W/m Upgrade / Improve Weigh Facility		\$3,051	2026/27	No
38330	SHOPP	9	178	88.6/104.6	Ridgecrest/Inyo Kern Pavement / Restore Pavement, Fix Drainage and ADA	ENV	\$72,355	2027/28	No

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Attachment B: Current Listings of State Highway Maintenance Project Investments

KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS OF REGIONAL SIGNIFICANCE
Programmed

ID	Program	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction		
							Cost (\$K)	Year	Funded
PROGRAMMED PROJECT LIST (YEARS 1-5)									
36740	SHOPP	9	014	4.7/12.6	Rosamond-Mojave Rehab / 2R	CON	\$73,615	2019/20	Yes
0U480	SHOPP	6	046	49/50.9	Wasco Route 46 CAPM / Pavement Preservation (CAPM)	CON	\$7,610	2019/20	Yes
0U490	SHOPP	6	204	5.1/6.7	Golden Empire CAPM / Pavement Preservation (CAPM)	CON	\$5,105	2019/20	Yes
0V280	SHOPP	6	184	10.9/11	Kern 184/Sunset Roundabout / Intersection Improvements	CON	\$9,050	2019/20	Yes
0U100	SHOPP	6	VAR	0/9.3	Enos Lane CAPM & ADA Curb Ramps / Pavement Preservation (CAPM)	CON	\$14,339	2019/20	Yes
0Q920	SHOPP	6	099	10.4/21.2	Union Ave to White Lane 2R Rehab / Pavement Rehabilitation and Improve Vertical Clearance	CON	\$53,290	2019/20	Yes
0U470	SHOPP	6	005	81.7/87	Lost Hills Rehab / Pavement Rehabilitation (2R)	CON	\$29,330	2019/20	Yes
0W160	SHOPP	6	005	7.5/9	Grapevine Culvert Repair / Upgrade Drainage Systems	CON	\$14,214	2019/20	Yes
0X350	SHOPP	6	058	6/15.4	Reward CAPM / Pavement Preservation (CAPM)	DES / ROW	\$15,970	2020/21	Yes
0U430	SHOPP	6	184	8.5/11.6	Morning Drive 3R Rehab / Roadway Rehabilitation (3R)	ENV	\$12,140	2020/21	Yes
0X520	SHOPP	6	178	10.4/57.02	Weedpatch to Lake Isabella Rumble Strips / Construct Centerline and Shoulder Rumble Strips	DES	\$6,513	2020/21	Yes
0X770	SHOPP	6	043	25.19/25.19	Wasco SR43/46 Intersection Improvements / Intersection Improvements	ENV	\$10,100	2021/22	Yes
0X080	SHOPP	6	178	12.6/55.4	Kern Canyon Culvert Rehab / Repair and Replace Culverts	ENV	\$13,000	2021/22	Yes
0W990	SHOPP	6	204	2.81/2.81	Union Avenue High Intensity Activated Crosswalk / Install Hybrid Pedestrian Beacon (Hawk)	DES / ROW	\$4,275	2021/22	Yes
0X760	SHOPP	6	119	0.2/0.6	Taft Left Turn Channelization / Left-Turn Channelization	ENV	\$5,221	2021/22	Yes
0Q281	SHOPP	6	099	23.6/R28.4	Bakersfield 99 Rehab Replacement Planting / Replacement Planting	ENV	\$10,340	2021/22	Yes
0S050	SHOPP	6	166	17.3/17.7	Calif Aqueduct Bridge Rehab / Bridge Rehabilitation/Seismic Retrofit	ENV	\$44,045	2021/22	Yes
0T000	SHOPP	6	058	R53.2/R55.6	Ker 58 ADA / Upgrade Curb Ramps	DES / ROW	\$4,620	2021/22	Yes
0U110	SHOPP	6	058	39.9/46	West Rosedale CAPM / Pavement Preservation (CAPM)	DES / ROW	\$12,100	2021/22	Yes
36750	SHOPP	9	058	92/92	Tehachapi Maintenance Station Relocation / Construct New Maintenance Station	DES / ROW	\$16,783	2021/22	Yes

Attachment B: Current Listings of State Highway Maintenance Project Investments

KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS OF REGIONAL SIGNIFICANCE
Programmed

ID	Program	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction		
							Cost (\$K)	Year	Funded
PROGRAMMED PROJECT LIST (YEARS 1-5)									
36720	SHOPP	9	202	4.7/5.1	Cummings Valley Rd Int / Add W/B Left Turn Lane, Widen Shoulders, and Install Rumble Strip	DES / ROW	\$5,044	2021/22	Yes
0R190	SHOPP	6	273	R16/R16	Arvin SR 223/184 Roundabout / Intersection Improvement	DES / ROW	\$3,700	2022/23	Yes
37890	SHOPP	9	014	46.2/52.8	Freeman 3 CAPM / Pavement Repair (CAPM)	ENV	\$8,707	2022/23	Yes
0Y130	SHOPP	6	033	40.4/59	Blackwell's Corner CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$23,570	2022/23	Yes
0U290	SHOPP	6	184	0.8/8.6	Weedpatch Hwy 3R Rehab / Roadway Rehabilitation (3R)	ENV	\$31,425	2022/23	Yes
0X330	SHOPP	6	005	R0/4.4	Fort Tejon 2R Rehab / Pavement Rehabilitation (2R)	ENV	\$31,350	2022/23	Yes
0X380	SHOPP	6	166	0/9	Maricopa Highway CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$14,540	2022/23	Yes
0X160	SHOPP	6	058	R64.4/67.3	Edison 2R Rehab / Pavement Rehabilitation (2R)	ENV	\$14,270	2022/23	Yes
0U500	SHOPP	6	005	10.2/15.9	Wheeler Ridge CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$22,350	2023/24	Yes
0V610	SHOPP	6	119	28.3/31.28	Pumpkin Center 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$57,300	2023/24	Yes
0X240	SHOPP	6	033	21.8/39.8	Ker 33 Culvert Rehab / Repair & Replace Culverts	ENV	\$11,430	2023/24	Yes
0W810	SHOPP	6	155	R0/R1.3	Delano SR-155 Rehab (3R) / Roadway Rehabilitation (3R)	ENV	\$16,740	2023/24	Yes
1A690	SHOPP	6	005	47.54/52.15	Buttonwillow Median Barrier / Construct Median Barrier		\$3,950	2023/24	No
1A470	SHOPP	6	043	15.83/15.83	Santa Fe Roundabout / Construct Roundabout		\$9,550	2023/24	No

KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS OF REGIONAL SIGNIFICANCE
Construction Ready

ID	Program	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction		
							Cost (\$K)	Year	Funded
CONSTRUCTION READY PROJECT LIST (READY TO LIST ACHIEVED)									
OU430	SHOPP	6	184	8.5/11.6	Morning Drive 3R Rehab / Roadway Rehabilitation (3R)	ENV	\$12,140	2020/21	Yes
OX350	SHOPP	6	058	6/15.4	Reward CAPM / Pavement Preservation (CAPM)	DES / ROW	\$15,970	2020/21	Yes
OX520	SHOPP	6	178	10.4/57.02	Weedpatch to Lake Isabella Rumble Strips / Construct Centerline and Shoulder Rumble Strips	DES	\$6,513	2020/21	Yes

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Attachment B: Current Listings of State Highway Maintenance Project Investments

**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS OF REGIONAL SIGNIFICANCE
Non-SHOPP**

ID	Program	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction		
							Cost (\$K)	Year	Funded
NON-SHOPP PROJECT LIST									
38240	MINOR B	9	VAR	0/0	Kern CCTV and RWIS / Install CCTV RWIS	Closing	\$0	2019/20	No
37790	MINOR A	9	178	92.5/92.6	Inyokern Shoulder Widening / Widen Shoulders	Closing	\$0	2019/20	No
38170	MINOR B	9	395	4.5/4.5	Gx-Rand RR Xing Rehab / Rehab Roadway	CON	\$0	2019/20	No
36920	MINOR B	9	178	62.5/81.5	178 Signs / Replace Signs	CON	\$0	2019/20	No
37730	MINOR A	9	014	16.6/16.6	Mojave HIMS Phase III / Construct Phase Three of Maintenance Station	DES / ROW	\$0	2020/21	No
37710	MINOR A	9	014	R15.5/R15.5	Mojave Special Crews Building Remodel / Remodel Maintenance Station	DES / ROW	\$0	2020/21	No
38180	MINOR B	9	058	R107/R107	Ca 58 CMS Maintenance Pull Out / Construct Pull Out	DES / ROW	\$0	2020/21	No
1A330	MINOR A	6	058	76.1/76.6	Ker 58 Eastern Kern Lane Replacement / Remove and Replace #2 Lane	ENV	\$0	2020/21	No
1A220	OTHER LOCAL	6	046	30.5/30.5	Lost Hills Pedestrian OC / Construct Pedestrian Overcrossing	DES	\$0	2020/21	No
38440	MINOR B	9	395	19.8/19.8	Bowman Road Intersection Realignment / Realign Intersection	ENV	\$0	2021/22	No
0Y550	OTHER LOCAL	6	005	0.8/2	Lebec Mountain Village Roundabout / Construct Roundabout at Ramp Intersections	ENV	\$0	2021/22	No
48450	OTHER LOCAL	6	204	5.9/6.8	Hageman Flyover / Extension and Connection to RTE 204	DES / ROW	\$0	2021/22	No
38450	MINOR A	9	395	1.6/2.4	Randsburg Drainage Improvements / Construct Drainage Improvements	ENV	\$0	2021/22	No
1A340	MINOR A	6	166	0/10.2	Mariopca Culverts / Culvert Replacement and Cleaning	ENV	\$0	2021/22	No
37530	MINOR A	9	VAR	0/0	Cache Creek and Keen Scales CMS / Construct CMS	ENV	\$0	2021/22	No
38460	MINOR A	9	058	92.8/92.8	Dennison Bridge Rail / Replace Bridge Rail	ENV	\$0	2022/23	No
37690	MINOR B	9	014	16/16.1	Mojave West Sidewalks / Pedestrian Infrastructure	ENV	\$0	2022/23	No
38260	MINOR A	9	058	91.7/91.7	Mill Street Over Crossing Rail / Replace Bridge Rail	ENV	\$0	2022/23	No
44256	STIP	6	046	26.4/29.8	SR 46 Gap Closure Segment 4C / 2-Lane Conventional Highway to a 4-Lane Expressway	DES / ROW	\$37,000	2022/23	Yes
0R100	OTHER LOCAL	6	005	9.5/12	Grapevine Interchange / Relocate Interchange	ENV	\$0	2023/24	No
38760	MINOR A	9	058	90.7/116.5	58 Median Safety Devices Phase I / Replace Safety Devices		\$0	2024/25	No
38740	MINOR A	9	014	31.5/40.3	Kern 14 Guardrail / Replace Guardrail		\$0	2024/25	No

Attachment B: Current Listings of State Highway Maintenance Project Investments

KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS OF REGIONAL SIGNIFICANCE
Non-SHOPP

ID	Program	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction		
							Cost (\$K)	Year	Funded
NON-SHOPP PROJECT LIST									
38770	MINOR A	9	058	129.4/143.2	58 Median Safety Devices Phase II / Replace Safety Devices		\$0	2024/25	No
38540	MINOR A	9	VAR	0/0	58 Corridor CCTV/RWIS / Construct CCTV/RWIS	ENV	\$0	2028/29	No
38010	MINOR B	9	178	100.6/102.6	178 Rw / Renew Indenture		\$0	Future	No
48465	MINOR A	6	043	5.7/6.2	Stockdale/Enos Roundabout / Construct Roundabout	CON	\$0	Future	No
1A500	OTHER LOCAL	6	155	0.47/0.47	SR-155/Lexington Intersection Improvement / Intersection Improvement		\$0	Future	No
48463	OTHER LOCAL	6	058	49/50.4	Kern River Bridge Improvements / Construct Three New Structures (Centennial Cp-1)		\$0	Future	No
0V770	OTHER LOCAL	6	155	68.2/668.6	Usace Lake Isabella Oversight Projects / Realign Roadway	CON	\$0	Future	No

DRAFT

Attachment B: Current Listings of State Highway Maintenance Project Investments

KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS OF REGIONAL SIGNIFICANCE
Complete Streets

ID	Program	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction		
							Cost (\$K)	Year	Funded
COMPLETE STREETS PROJECT LIST									
0U480	SHOPP	6	046	49/50.9	Wasco Route 46 CAPM / Pavement Preservation (CAPM)	CON	\$7,610	2019/20	Yes
0U490	SHOPP	6	204	5.1/6.7	Golden Empire CAPM / Pavement Preservation (CAPM)	CON	\$5,105	2019/20	Yes
0X520	SHOPP	6	178	10.4/57.02	Weedpatch to Lake Isabella Rumble Strips / Construct Centerline and Shoulder Rumble Strips	DES	\$6,513	2020/21	Yes
0U430	SHOPP	6	194	8.5/11.6	Morning Drive 3R Rehab / Roadway Rehabilitation (3R)	ENV	\$12,140	2020/21	Yes
0X080	SHOPP	6	178	12.6/55.4	Kern Canyon Culvert Rehab / Repair and Replace Culverts	ENV	\$13,000	2021/22	Yes
0W990	SHOPP	6	204	2.81/2.81	Union Avenue High Intensity Activated Crosswalk / Install Hybrid Pedestrian Beacon (Hawk)	DES / ROW	\$4,275	2021/22	Yes
0X760	SHOPP	6	119	0.2/0.6	Taft Left Turn Channelization / Left-Turn Channelization	ENV	\$5,221	2021/22	Yes
0X380	SHOPP	6	166	0/9	Maricopa Highway CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$14,540	2022/23	Yes
0W810	SHOPP	6	155	00/01.3	Delano SR-155 Rehab (3R) / Roadway Rehabilitation (3R)	ENV	\$16,740	2023/24	Yes
0V610	SHOPP	6	119	28.3/31.28	Pumpkin Center 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$57,300	2023/24	Yes
0U500	SHOPP	6	005	10.2/15.9	Wheeler Ridge CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$22,350	2023/24	Yes
0W920	SHOPP	6	005	4.4/10.2	Grapevine Rehab / Pavement Rehabilitation (2R)	ENV	\$95,658	2024/25	Yes
1C060	SHOPP	6	223	1.85/10.5	Kern 223 Rehab / Remove and Replace HMA (Full Depth Recycle)		\$9,877	2024/25	No
0Y150	SHOPP	6	223	20.1/21.3	Arvin CAPM / Pavement Preservation (Multi-Asset CAPM)		\$5,029	2024/25	No
0W630	SHOPP	6	033	14.4/17.9	South Taft Rehab / Roadway Rehabilitation (3R)	ENV	\$26,704	2025/26	No
0X370	SHOPP	6	099	21.15/24.6	Bakertfield 99 Rehab II (South) / Roadway Rehabilitation (3R)	ENV	\$68,290	2025/26	Yes
38330	SHOPP	9	178	88.6/104.6	Ridgecrest/Inyokern Pavement / Restore Pavement, Fix Drainage and ADA	ENV	\$72,355	2027/28	No



February 5, 2021

TO: Regional Project Delivery Partners

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

Joseph Stramaglia,
Project Delivery Team Lead

SUBJECT: **SAVE THE DATE - 2022 RTIP KCOG WORKSHOPS**

Please make a note of the dates and time listed below for the Kern COG 2022 RTIP Workshops. Reminder e-mail messages, workshop flyers, and agenda packages will be sent out as each date approaches. Dates will be included in updated TTAC and Board agenda reports.

- Wednesday **May 19, 2021** – 10:00 AM to 11:00 AM – teleconference
- Wednesday **July 21, 2021** – 10:00 AM to 11:00 AM – teleconference
- Wednesday **September 22, 2021** – 10:00 AM to 11:00 AM – teleconference

Topics for presentations and discussions will include but are not limited to the following items:

May Workshop

- STIP 101, latest guidelines and KCOG policy
- Current funding needs of projects in the STIP and those that were delayed
- Status of partnership projects in Eastern Kern MOU with Inyo, Mono & Caltrans
- Discussion on need for future call for projects

July Workshop

- Update on funding needs of projects in the STIP and those that were delayed
- Eastern Kern MOU response from Caltrans on 40% participation
- Advancing newer projects of interest and partnership
- Options for administrative draft 2022 RTIP Capital Improvement Program

September Workshop

- Review and discuss proposed administrative draft 2022 RTIP Capital Improvement Program

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



XVI.
TTAC

March 3, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Joseph Stramaglia,
Project Delivery Team Lead

SUBJECT: TTAC AGENDA ITEM: XVI.
2022 State Highway Operational and Protection Program

DESCRIPTION:

Every two years in the odd-numbered year, Caltrans begins updates to the State Highway Operational and Protection Program and several other related asset management plans which support the evaluation, prioritization and selection of near-term and future planned projects based on state and federal law requiring a performance-based process to meet equity, environmental and sustainability goals.

DISCUSSION:

The California Transportation Commission (CTC) and Caltrans will begin the next update of the State Highway Operations and Protection Program (SHOPP) in upcoming months. The SHOPP program consists of projects that maintain state owned roadway infrastructure. Updates to the 2022 SHOPP will be informed by the recent update of the State Highway System Management Plan which is the Ten Year SHOPP Plan. It will be followed by a Fund Estimate which then financially constraints projects ready for construction.

As a region, we are taking a look at the listing which District 6 and 9 have developed which inform updates to the 2022 SHOPP and beyond. This opportunity to the region to review anticipated planning and programming of the SHOPP provides transparency to the public through the circulation of a project list and associated map. This list will be updated later in the year and recirculated to our region once decisions are made to address asset management goals and financial constraint. Recent coordination of this information with District 9 and 6 project management staff has greatly enhanced this opportunity to see and understand where and when these investments will likely take place. There is no timeline for comments.

Schedule – Comments and inquiries may be submitted to Kern COG staff to forward to Caltrans. Later in the year, Caltrans and the CTC will formally update the 2022 SHOPP and a more formal comment period will be provided by the state. On the following page, a tentative process timeline is provided to help understand what the overall process will be for the upcoming 2022 SHOPP. As indicated in the timeline, there will be an update to the project list, although most of the items already on this list will likely remain. Projects in pre-construction phases are subject to scope revision, cost-estimate revisions, financial constraint and subsequently can be deferred to a later cycle for future construction. Projects that are nearing readiness for construction or already programmed for construction are more likely to remain the same status of delivery time. The map and project list will be sent to the TTAC under separate cover prior to the meeting.

2022 SHOPP Update – Anticipated Meeting Schedule			
Month	Benchmarks	Action	Agency
ODD YEAR			
<i>April - May</i>	<i>Circulate project lists with TTAC / TPPC</i>	<i>Information</i>	<i>KCOG</i>
<i>June</i>	<i>Provide Caltrans with comments or requests</i>	<i>Information</i>	<i>KCOG</i>
<i>July</i>	<i>Provide a report to the TTAC / TPPC</i>	<i>Meeting</i>	<i>Caltrans</i>
<i>August</i>	<i>Commission adopts Fund Estimate</i>	<i>Adoption</i>	<i>CTC</i>
<i>October</i>	<i>Circulate draft SHOPP list to TTAC / TPPC</i>	<i>Information</i>	<i>KCOG</i>
<i>November</i>	<i>Submit KCOG comments to CTC & Caltrans</i>	<i>Information</i>	<i>KCOG</i>
<i>December</i>	<i>Caltrans circulates draft SHOPP with regions</i>	<i>Information</i>	<i>Caltrans</i>
EVEN YEAR			
<i>January -</i>	<i>Update regional project information lists</i>	<i>Information</i>	<i>Caltrans</i>
<i>April</i>	<i>Commission Adopts SHOPP</i>	<i>Adoption</i>	<i>CTC</i>

Action: Information.

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

Kern COG – Virtual Meeting Via GoToMeeting
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA

Wednesday
March 31, 2021 (April meeting)
10:00 A.M.

*On March 17, 2020 Governor Newsom issued [Executive Order, N-29-20](#). This order removes the requirement that a location be made available for the public to gather for purposes of observing and commenting at the meeting.

**OUT OF AN ABUNDANCE OF CAUTION REGARDING THE COVID-19 VIRUS, THE SCHEDULED
MARCH 31, 2021 TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING AT 10:00
A.M. WILL BE HELD VIA TELECONFERENCE.
CALL-IN INFORMATION:**

<https://www.gotomeet.me/KernCOG/ttacmeeting>

**Dial +1 (786) 535-3211
Access Code: 269-963-557**

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) 635-2900. 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: Minutes from meeting of March 3, 2021.

IV. ACTIVE TRANSPORTATION PROGRAM CYCLE 5 MPO / KERN COG PROJECT LIST (Snoddy)

Comment: The California Transportation Commission (CTC) State staff adopted the Active Transportation Program (ATP) 2021 Fund Estimate and Guidelines at its March 24-25, 2021 meeting which provides provisions for MPO's to select and fund ATP projects for Cycle 5.

Action: Recommend that the Transportation Planning Policy Committee adopt Attachment A -ATP MPO Cycle 5 project list and ATP MPO Cycle 5 Contingency List.

V. APRIL TDA PUBLIC TRANSIT AND STREETS AND ROADS CLAIMS FOR THE CITY OF TEHACHAPI (Snoddy)

Comment: Review and recommendation of the City of Tehachapi's FY 2020-21 Public Transit and Streets and Roads claims totaling \$540,083.

Action: Review TDA Public Transit claims and Streets and Roads claims received by March 19, 2021, for \$540,083 and recommend approval to the Transportation Planning Policy Committee.

VI. KCOG PROJECT DELIVERY POLICY AND PROCEDURES UPDATE (Stramaglia)

Comment: The KCOG Project Delivery Policy and Procedures document (Policy) will be updated to require the annual status reporting of TDA Article 3 projects not yet advanced.

Action: Recommend that the Transportation Planning and Policy Committee approve the Final KCOG Project Selection Policy and Procedures update.

VII. 2021 MID-CYCLE STATE TRANSPORTATION IMPROVEMENT PROGRAM (Stramaglia)

Comment: The California Transportation Commission (CTC) has developed and anticipates the adoption the 2021 Mid-Cycle State Transportation Improvement Program (STIP) in response to the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (Federal Act).

Action: Information.

VIII. 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (Stramaglia)

Comment: Every two years in the odd-numbered year, regional transportation planning agencies are to submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission for their approval in December of the same odd-numbered year.

Action: Information

IX. THE FEDERAL FISCAL YEAR 2021 FTA SECTION 5311 CALL FOR PROJECTS (Snoddy)

Comment: Rural agencies providing public transportation services are eligible to apply for FY 2021 funding from the Federal Transportation Administration (FTA) through the Section 5311 program. Nine local agencies are eligible to apply.

Action: Staff recommends the members of the Transportation Technical Advisory Committee recommend that the Transportation Planning Policy Committee adopt by resolution FY 2021 FTA Section 5311 Program of Projects and the CRRSAA Program of Projects.

X. ELECTION OF OFFICERS (Invina)

Comment: The Kern Council of Governments (Kern COG) Transportation Technical Advisory Committee (TTAC) selects a Chairperson and a Vice Chairperson for the TTAC for the next year.

Action: Select a Chairperson and a Vice-Chairperson for the Kern COG TTAC.

XI. ANNOUNCEMENTS

XII. MEMBER ITEMS

XIII. ADJOURNMENT- The next meeting will be held on May 5, 2021.

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

KERN COG BOARD ROOM/GO TO MEETING
1401 19th Street, Suite 300
BAKERSFIELD, CALIFORNIA

Wednesday
March 3, 2021
10:00 A.M.

Chairman Schlosser called the meeting to order at approximately 10:02 a.m. A roll call was conducted by Ms. McCulloch for attendance.

I. ROLL CALL

MEMBERS PRESENT:

Lorena Mendibles	Caltrans
Christine Viterelli	City of Arvin
Stuart Patteson	City of Bakersfield
Shawn Monk	California City
Ed Galero	City of Delano
Bard Lower	City of Ridgecrest
Alex Gonzalez	City of Shafter
Teresa Binkley	City of Taft
Jay Schlosser	City of Tehachapi
Kameron Arnold	City of Wasco
Bob Neath	County of Kern
Steve Barnes	GET
Joe West	NOR/CTSA

OTHER:

Adam Ojeda	City of Arvin
Ryan Starbuck	City of Bakersfield
Susana Kormendi	City of Bakersfield
Travis Reed	City of Ridgecrest
Yolanda Alcantar	County of Kern
Michael Dillenbeck	County of Kern
Troy Hightower	TDH Associates
Robert Williams	GET
Cindy Parra	Bike Bakersfield
Asha Chandy	Bike Bakersfield
Scott Lau	Caltrans
Viviana Zamora	City of Delano

STAFF:

Ahron Hakimi	Kern COG
Rob Ball	Kern COG
Bob Snoddy	Kern COG
Linda Urata	Kern COG
Raquel Pacheco	Kern COG
Veronica McCulloch	Kern COG
Rochelle Invina	Kern COG
Joseph Stramaglia	Kern COG
Vincent Liu	Kern COG

- 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.

Chairman Schlosser asked for public comments. There were none.

III. **APPROVAL OF DISCUSSION SUMMARY: Minutes from meeting of February 3, 2021.**

IV. **KERN COG STATE OF GOOD REPAIR – FY 2021-22 ESTIMATE**

Mr. Snoddy addressed the committee with the following information:

The State Controller's Office has issued an estimate for the Kern Region's FY 2021-22 for \$1,438,351.

This item was for information only.

V. **FY 2021/2022 TRANSPORTATION DEVELOPMENT ACT APPORTIONMENT ESTIMATE**

Mr. Snoddy addressed the committee with the following information:

The total Transportation Development Act (TDA) funding for the fiscal year 2021/2022 is estimated to be \$44,665,284.

This item was for information only.

VI. **CALL FOR PROJECTS: TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 PROGRAM**

Mr. Snoddy addressed the committee with the following information:

Article 3 funds are used to pay for bicycle and pedestrian safety programs, bicycle parking facilities, bicycle travel facilities and, pedestrian facilities. Approximately \$751,215 is available for distribution in this funding cycle, with \$410,965 obligated from previous funding cycles leaving **\$340,250** for new projects in the fiscal year 2021-22.

Eligible claimants of Article 3 funding are the eleven incorporated cities within Kern County and the County of Kern. Each project proposed must be submitted on forms provided by the Kern Council of Governments and are awarded on a competitive basis. The proposal deadline is 5:00 p.m. on Monday, June 14, 2021. Applications are included with this staff report and are available at

https://www.kerncog.org/wpcontent/uploads/2019/05/TDA3_claim_2019.pdf

This item was for information only.

VII. **POSSIBLE REDUCTION IN TRANSPORTION DEVELOPMENT ACT (TDA) FUNDING AND THE FEDERAL TRANSIT ADMINISTRATION'S (FTA) CARES ACT**

Mr. Snoddy addressed the committee with the following information:

Golden Empire Transit District (GET) is introducing an innovative paratransit service called On-Demand.

Because of the Covid-19 pandemic, GET has been forced to alter its service hours to adjust for revenue loss brought on by a drastic reduction in ridership demand. However, the Covid-19 pandemic has also offered an

opportunity for GET staff to re-think how service is delivered and hopefully, address the loss in service hours and add service coverage to its customers.

Introducing On-Demand. GET will be combining all of its paratransit demand-responsive services (Get-A-Lift, Non-emergency Transit, and RYDE micro-transit) into one, system: On-Demand.

Robert Williams from GET provided a summary of the new service and explained why GET is considering changing its paratransit services. Highlights were expansion of the micro transit zone (which is 7.6 sq. miles), the new tiered fare structure, co-mingling new systems, and the implementation of the RFP. The contract was awarded to VIA in September 2020.

Mr. Neath, Ms. Viterilli, and Mr. Schlosser commended GET and their staff for their On-Demand service.

This item was for information only.

VIII. **FTA SECTION 5310 2019 REMAINING FUNDS**

Mr. Snoddy addressed the committee providing the following information:

Caltrans released an application for FTA Section 5310 funding in the Kern urbanized area on Feb. 9, 2021. The deadline for applications is March 24, 2021. Kern COG will not be doing a Call for Projects.

This item was for information only.

IX. **ATP CYCLE 5 CTC STAFF RECOMMENDATIONS**

Mr. Snoddy addressed the committee providing the following information:

The CTC released its staff recommendations for the statewide ATP Cycle 5 Call for Projects, and the state chose one of Delano's applications to be funded. Remaining Kern region applicants are under consideration for a separate MPO funding which will use the existing state ranking list.

This item was for information only.

X. **ACTIVE TRANSPORTATION PROGRAM CYCLE 5 – MPO PROJECT LIST**

Mr. Snoddy addressed the committee providing the following information:

The remaining 11 Kern region applications are under consideration for an MPO funding opportunity which will consider the existing state ranking list. Under the direction of the adopted Kern COG Project Delivery Policies and Procedures, Kern COG will review remaining applications and consider them for MPO funding. A draft Project list will be circulated in March for information and then in April for approval by the TTAC and Board of Directors.

Ms. Viterilli asked for more information on Kern COG's Safe Routes for Cyclists in Kern County's Disadvantaged Communities project, and Mr. Snoddy will provide the information.

This item was for information only.

XI. **REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) – DRAFT TIMELINE AND FUND ESTIMATE**

Ms. Pacheco addressed the committee providing the following information:

Kern COG staff developed a draft timeline and fund estimate to facilitate programming new Regional Surface Transportation Program projects. After approval by the Transportation Planning Policy Committee on March 18th, the draft timeline will be used for the upcoming Regional Surface Transportation Program 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.

Motion by Mr. Barnes, Second by Mr. Monk, motion passed unanimously.

XII. **CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM – DRAFT TIMELINE AND FUNDING TIMELINE**

Ms. Pacheco addressed the committee providing the following information:

Kern COG staff developed a draft timeline and funding targets to facilitate programming new Congestion Mitigation and Air Quality projects. After approval by the Transportation Planning Policy Committee on March 18th, the draft timeline will be used for the upcoming Congestion Mitigation and Air Quality call for projects cycle.

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.

Motion by Mr. Lower, Second by Ms. Binkley, motion passed unanimously

XIII. **ARVIN PROJECT STATUS REPORT**

Ms. Pacheco addressed the committee providing the following information:

At the February 3rd Transportation Technical Advisory Committee meeting, Kern COG staff was directed to set-up a meeting with City of Arvin staff and Kern County staff to discuss revised delivery schedules for City of Arvin projects. The staff report includes a summary of two meetings held regarding KER180403 Haven Dr and KER161010 Varsity Rd. Attached to the staff report are project delivery letters provided by Adam Ojeda, City Engineer for the City of Arvin.

Mr. Adam Ojeda noted that Arvin and Kern County staff have drafted two separate agreements which are expected to be presented for consideration at the March 9th City of Arvin Council meeting and then at the March 23rd Kern County Board of Supervisors meeting. The RSTP and ATP projects are on track to be delivered.

This item was for information only.

XIV. **HIGHWAY INFRASTRUCTURE PROGRAM – STATUS UPDATE**

Ms. Pacheco addressed the committee providing the following information:

On February 3rd, the Transportation Technical Advisory Committee recommended to first divert \$106,095 of funding that comes in to fulfilling the HIP program. Then divert the remaining funds to two regional projects: environmental phase of the SR 58 Truck Climbing Lanes project and the right of way phase of the Hageman Flyover project. On February 18th, the Kern COG Board approved the Transportation Technical Advisory Committee recommendation with the added clarification to split funding evenly between the regional projects.

Meanwhile, Kern COG has received the smaller of the two pots of HIP funding which is enough to fulfill the existing HIP program. The staff of the California Transportation Commission and Caltrans continue to analyze how best to distribute the larger pot of HIP funding statewide. Two scenarios have been discussed, one would

distribute the funding similar to the Regional Surface Transportation Program and the other would be similar to the State Transportation Improvement Program, but again both are still being evaluated. Kern COG was informed this morning that there will be another workshop to discuss a deviation from the Regional Surface Transportation Program scenario. Lastly, the California Transportation Commission staff will develop their recommendation for approval at the March California Transportation Commission meeting.

This item is for information only.

XV. **2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**

Mr. Stramaglia addressed the committee providing the following information:

The California Transportation Commission (CTC) has initiated the 2022 Regional Transportation Improvement Program (2022 RTIP) process at their January 27– 28, 2021 meeting to develop a statewide 2022 State Transportation Improvement Program (2022 STIP) for projects of regional significance.

He announced to save the dates for the 2022 RTIP KCOG workkshops scheduled in May, July and September. Also included in the staff report are the current listings of State Highway Maintenance Project Investments.

This item is for information only.

XVI. **2022 STATE HIGHWAY OPERATIONAL AND PROTECTION PROGRAM**

Mr. Stramaglia addressed the committee providing the following information:

The California Transportation Commission (CTC) and Caltrans will begin the next update of the State Highway Operations and Protection Program (SHOPP) in upcoming months. A project list with maps was emailed. The anticipated meeting schedule for the 2022 SHOPP update is included. There is no comment period at this time but if members have comments or questions, contact Mr. Stramaglia.

This item is for information only.

XVII. **ANNOUNCEMENTS**

Mr. Snoddy announced the call for projects for LCTOP. He emailed the eligible member agencies the information and those member agencies will need to coordinate with him.

Ms. Invina announced the next TTAC meeting will be the elections for Chairman and Vice-Chairman. She also added Mr. Stramaglia wanted to remind members the next CTC meeting is March 24-25th.

XVIII. **MEMBER ITEMS**

Ms. Viterilli wanted to share the communities of Arvin and Lamont have been awarded AB 617 funding from the California Air Resource Board (CARB). Currently they are forming a steering committee. There is a link on the CARB and San Joaquin Valley Air Pollution websites for those are interested in joining the steering committee.

Mr. Schlosser announced this was Mr. Lower's last TTAC meeting and wished him luck in this retirement.

XIX. **ADJOURNMENT** – Meeting adjourned at 11:12 AM. The next meeting will be held on March 31, 2021 (April meeting).



IV. TTAC

March 31, 2021

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: IV.
ACTIVE TRANSPORTATION PROGRAM CYCLE 5 MPO / KERN COG PROJECT LIST

DESCRIPTION: The California Transportation Commission (CTC) State staff adopted the Active Transportation Program (ATP) 2021 Fund Estimate and Guidelines at its March 24-25, 2021 meeting which provides provisions for MPO's to select and fund ATP projects for Cycle 5.

DISCUSSION: At its March 24-25, 2021 meeting, the CTC State staff announced recommendations for the statewide selection of ATP Cycle 5 applications. Kern region agencies submitted 12 applications for a total value of \$14,618,000. The State staff recommendation list of projects selected one project from the Kern region which was for the City of Delano. The project was ranked 93. The remaining 11 Kern region applications are under consideration for a separate regional funding opportunity which will consider the existing state ranking list.

Under the direction of its adopted Kern COG Project Delivery Policies and Procedures, Kern COG will review remaining applications and consider them for regional funding. The State staff adopted ATP Cycle 5 Fund Estimate indicates that the Kern regional share is \$4,345,000 over the four years, from 21-22 through 24-25. A draft Project list will be circulated in March for information and then in April for approval by the TTAC and Board of Directors. After that, the project list is submitted to the CTC. A Draft recommendation is due to the CTC by April 15, 2021, and a final recommendation is due to the CTC no later than May 14, 2021. The CTC will adopt the MPO selected projects at the June 23-24, 2021 meeting.

To advance this process, Kern COG staff convened a TTAC sub-committee workshop on February 17, 2021, to gain additional information about delivery details for the remaining 11 ATP applications. Kern COG staff will develop a draft Capital Improvement Program based on CTC MPO funding limits and the ranking scores of the remaining project list. This project list will be circulated to TTAC after the workshop.

ATP Cycle 5 information may be downloaded at <https://catc.ca.gov/programs/active-transportation-program> and <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle5>.

Action: Recommend that the Transportation Planning Policy Committee adopt Attachment A - ATP MPO Cycle 5 Project List and Attachment B - ATP MPO Cycle 5 Contingency List

Attachments: Proposed MPO Project List and Proposed MPO Contingency List

ATTACHMENT A - DRAFT 2021 ACTIVE TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM - MPO LISTING

Application ID	Score	County	Project Title	Total Cost	ATP Funds	21-22	22-23	23-24	24-25
9-Tehachapi, City of-1	86	Kern	SRTS Dennison Road Bicycle/Pedestrian Corridor Improvement Project	\$ 2,437	\$ 2,432	\$ 345	\$ 2,087	\$ -	\$ -
6-Kern Council of Governments-1	84	Kern	Safe Routes for Cyclists in Kern County's Disadvantaged Communities	\$ 826	\$ 792	\$ 792	\$ -	\$ -	\$ -
6-Delano, City of-2	81	Kern	ATP-5 Bike Lane and Sidewalk Gap Improvement Project	\$ 925	\$ 911	\$ -	\$ -	\$ 911	\$ -
6-Bakersfield, City of-2	80	Kern	Chester Avenue (4th Street to Brundage Lane) Note 1	\$ 791	\$ 210	\$ 791	\$ -	\$ -	\$ -
				\$ 4,979	\$ 4,345	\$1,928	\$ 2,087	\$ 911	\$ -
MPO Programming Capacity as indicated by adopted 2021 ATP Fund Estimate					\$ 4,345				
Balance of proposed ATP / MPO requests and available MPO funding					\$ -				

Note 1: The original ATP funding request for this project is \$791,000. The amount was reduced to \$210,000 to financially constrain this proposed list. The City of Bakersfield would provide the match of \$581,000 to keep the scope of the project whole.

ATTACHMENT B - DRAFT 2021 ACTIVE TRANSPORTATION PROGRAM MPO CONTINGENCY LIST

Application ID	Score	County	Project Title	Total Cost	ATP Funds	21-22	22-23	23-24	24-25
6-Bakersfield, City of-4	79	Kern	North Bakersfield Bicycle Connectivity Project	\$ 234	\$ 234	\$ 234	\$ -	\$ -	\$ -
9-Tehachapi, City of-2	73	Kern	Valley Boulevard and Mill Street Gap Closure Project	\$ 3,509	\$ 2,934	\$ 284	\$ 2,650	\$ -	\$ -
6-Bakersfield, City of-3	72	Kern	Garces Memorial Circle	\$ 172	\$ 172	\$ 172	\$ -	\$ -	\$ -
6-Wasco, City of-1	67	Kern	Central Avenue Class I & Class II Bicycle Trails, Wasco	\$ 409	\$ 404	\$ 35	\$ 369	\$ -	\$ -
6-Bakersfield, City of-1	60	Kern	California Avenue (Oleander Avenue to R Street)	\$ 770	\$ 770	\$ 770	\$ -	\$ -	\$ -
6-Bakersfield, City of-5	57	Kern	Kern River at 24th Street	\$ 1,368	\$ 1,368	\$ 127	\$ -	\$ 117	\$ 1,124
6-Kern County - D6-1	25	Kern	Kern River Parkway Multi-Use Path Safety Improvement Project	\$ 1,999	\$ 1,939	\$ -	\$ 1,939	\$ -	\$ -



V.
TTAC

March 31, 2021

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Robert M. Snoddy
Regional Planner

SUBJECT: TTAC AGENDA ITEM: V.
APRIL TDA PUBLIC TRANSIT AND STREETS AND ROADS CLAIMS FOR THE CITY
OF TEHACHAPI

DESCRIPTION:

Review and recommendation of the City of Tehachapi's FY 2020-21 Public Transit and Streets and Roads claims totaling \$540,083.

DISCUSSION:

TDA funds are apportioned in two separate apportionments. First, the Local Transportation Fund (LTF) may be used for public transit operations and capital projects as well as streets and roads maintenance (The agency must find by resolution that there are no unmet transit needs by a public hearing process). The second, State Transit Assistance (STA) fund may be used only for public transit operations and capital projects.

Below is a list of Public Transit and Streets and Roads claims received by September 21, 2020 TTAC agenda deadline:

<u>Claimants</u>	<u>LTF</u>	<u>STA</u>	<u>Regional Totals</u>
Tehachapi FY 2020-21 Public Transit	\$172,997	\$0	\$172,997
Tehachapi FY 2020-21 Streets and Roads	\$367,086	\$0	\$367,086
Regional Claims	\$540,083	\$0	\$540,083

These claims have been evaluated in accordance with the following criteria: 1) the maximum funding level does not exceed claimant's deferred revenues, plus current year apportionments, less required public transit financing; 2) claimant has conducted a public meeting within its jurisdiction to receive testimony regarding unmet transit needs and has made an appropriate finding by resolution of its governing body; 3) project(s) 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 TDA Public Transit claims and Streets and Roads claims received by March 19, 2021, for \$540,083 and recommend approval to the Transportation Planning Policy Committee.

Attachments: Staff reviewed TDA claims submitted to Kern COG by March 19, 2021

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM (FY 2020-2021)

Part 1 of 6 - CLAIMANT INFORMATION

I. Claimant

Agency: City of Tehachapi

Mailing Address: 115 South Robinson Street

Office Address: 115 South Robinson Street

City/State/Zip: Tehachapi, CA 93561

Telephone: (661) 822-2200

WEB Site: www.tehachapicityhall.com

II. Contact Person

Name: Susan C Wier

Title: Financial Analyst

Department: Finance

Office Address: 115 South Robinson Street

City/State/Zip: Tehachapi, CA 93561

Telephone: (661) 822-2200 ext 111

E-mail: swier@tehachapicityhall.com

City of Tehachapi

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

Part 2 of 6 - Claim and Assurances
For Fiscal Year 2020-2021

A. CLAIM: The City of Tehachapi hereby claims all Local Transportation Fund apportionments and allocations for the 2020-2021 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 Tehachapi 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 Tehachapi
Claimant

Signature
3-11-21
Date
City Manager
Title

C. FINANCIAL ASSURANCES: As the chief financial officer of the City of Tehachapi 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
3/11/2021
Date
Finance Director
Title

City of Tehachapi

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

Part 3 of 6 - FY 2019-2020 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, 2019 (from prior year audit report)	\$ (7,766)
B. Prior Year Cash Receipts from trust funds - TDA cash receipts through June 30, 2020	
1. Local Transportation Fund	\$ 358,751
C. Prior Year Interest Earned - interest earnings on claimant cash balances through June 30, 2020	
D. Fund Balance - Actual fund balances or reserves held in claimant's treasury as of June 30, 2020 (from prior year audit report)	
E. TOTAL FY 2019-2020 AVAILABLE RESOURCES (Lines A+B1+C+D)	\$ 350,985
<u>II. FY 2019-2020 Expenditures</u>	
F. Administration and Engineering	
G. Maintenance	\$ 277,160
H. Construction	\$ 87,769
I. Equipment	
J. Other	\$ (3,293)
K. TOTAL FY 2019-2020 EXPENDITURES (Lines F+G+H+I+J)	\$ 361,635
L. AVAILABLE RESOURCES AT JUNE 30, 2020 - enter here and Part 4, Line A (Line E-K)	\$ (10,650)

City of Tehachapi
**TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM**

Part 4 of 6 - Object Budget
For Fiscal Year 2020-2021

<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, 2020 (from Part 3, Line L)	\$ (10,650)
B. Trust Fund Balances at June 30, 2020	
1. Local Transportation Fund	\$ 135,472
C. FY 2020-2021 Trust Fund Apportionments - (from Kern COG estimate)	
1. Local Transportation Fund	\$ 552,669
2. Regional Planning Contribution	\$ 17,093
D. FY 2020-2021 Interest Earned - estimated interest earnings on claimant cash balances through June 30, 2020	_____
E. TOTAL ESTIMATED FY 2020-2021 AVAILABLE RESOURCES (Line A+B1+C1+C2+D)	\$ 694,584
<u>II. FY 2020-2021 Planning & Transit Allocations</u>	
F. Local Transportation Fund	
1. Public Transit (from transit claim)	
2. Regional Planning Contribution (from Fund Estimate, Schedule B)	\$ 17,093
G. NET ESTIMATED PRIOR YEAR AVAILABLE RESOURCES (Line E-F1-F2)	\$ 677,491
<u>III. FY 2020-2021 Estimated Expenditures</u>	
H. Administration and Engineering	
I. Maintenance	\$ 257,137
J. Construction	\$ 99,299
K. Equipment	\$ -
L. Other	_____
M. TOTAL FY 2020-2021 ESTIMATED EXPENDITURES-Itemize in Part 5 (Line H+I+J+K+L)	\$ 356,436
N. Capital Outlay Reserve Allocations	
1. Local Transportation Fund	\$ -
O. DEFERRED REVENUES OR FUND BALANCE AT JUNE 30, 2020 (Line G-M-N1)	\$ 321,055
<u>FY 2020-2021 NET CLAIM AMOUNT (Line M - Line A)</u>	\$ 367,086

City of Tehachapi

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

Part 5 of 6 - Project Budget
For Fiscal Year 2020-2021

<u>Location/Description</u>	<u>Type</u>	<u>Expenditures</u>
<u>Requires project location and description of project</u>	_____	_____
<u>Street maintenance/construction throughout the City</u>	1	<u>\$ 367,086</u>
_____	_____	_____
_____	_____	_____
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_____	_____	_____
_____	_____	_____
TOTAL FY 2020-2021 PROJECT EXPENDITURES (Equal to Part 4, Line M)		<u>\$ 367,086</u>

City of Tehachapi

TRANSPORTATION DEVELOPMENT ACT
STREETS AND ROADS CLAIM

Part 6 of 6 - Supplemental Information
For Fiscal Year 2020-2021

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.

RESOLUTION NO. 08-21

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TEHACHAPI FINDING THAT THERE ARE NO UNMET TRANSIT NEEDS THAT ARE REASONABLE TO MEET WITHIN THE CITY.

WHEREAS, the City of Tehachapi City Council conducted a public hearing on Tuesday, February 16, 2021, to consider possible unmet transit needs within the City, and;

WHEREAS, the City of Tehachapi currently provides public transportation service within the City of Tehachapi, and;

WHEREAS, the objectives of providing the public transportation system are to meet the public need for limited cost transportation, to serve the mobility limited population, and to provide an alternative to private vehicle transportation.

NOW, THEREFORE, BE IT RESOLVED by the City of Tehachapi City Council that, after holding a duly advertised public hearing and receiving public testimony, it finds there are no areas within the City with unmet public transit needs which could be reasonably met by expansion of the existing system or establishment of a new system.

BE IT FURTHER RESOLVED, that a copy of this resolution be transmitted to the Kern County Council of Governments in conjunction with the filing of claims for Transportation Development Act Funds for Fiscal Year 2021-22 and that the City Manager is authorized to execute said claims.


PASSED AND ADOPTED by the City Council of the City of Tehachapi this 16th day of February, 2021.

AYES: SMITH, DAVIES, POGON-CORD, SCRIVNER, WIGGINS

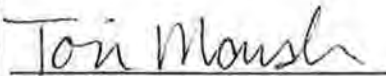
NOES: NONE

ABSENT: NONE

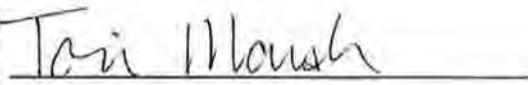
ABSTAIN: NONE

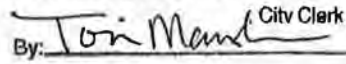

PHILIP A. SMITH, MAYOR
City of Tehachapi, California

ATTEST:


TORI MARSH, CMC, CITY CLERK
City of Tehachapi, California

I hereby certify that the foregoing resolution was duly and regularly adopted by the City Council of the City of Tehachapi at a regular meeting thereof held on February 16, 2021


TORI MARSH, CMC, CITY CLERK
City of Tehachapi, California

STATE OF CALIFORNIA
County of Kern)
I, Tori Marsh, City Clerk of the CITY OF TEHACHAPI, State of California, hereby certify the foregoing to be a full, true and correct copy of the original Res. 08-21 on file in this office and that I have compared the same with the original. WITNESS my hand and seal this 18th day of February 2021
By:  City Clerk
By: _____ Deputy City Clerk



CERTIFICATION OF EXCERPT OF MINUTES
TEHACHAPI CITY COUNCIL
February 16, 2021

Upon motion by Councilmember Scrivner and seconded by Councilmember Pogon-Cord, and carried, the Council affirmed the recommended action on the item as follows:

ADOPTED RESOLUTION NO. 08-21 FINDING THAT THERE ARE NO UNMET TRANSIT NEEDS THAT ARE REASONABLE TO MEET WITHIN THE CITY

Vote was as follows:

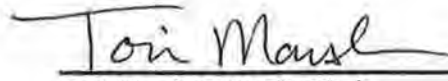
AYES: SMITH, DAVIES, POGON-CORD, SCRIVNER, WIGGINS
NOES: NONE
ABSENT: NONE
ABSTAIN: NONE

STATE OF CALIFORNIA)
COUNTY OF KERN)

I, TORI MARSH, City Clerk of the City of Tehachapi, California, do hereby certify that the foregoing is a true and correct excerpt from the minutes of the Tehachapi City Council meeting held on February 16, 2021.

DATED: February 18, 2021

TEHACHAPI CITY COUNCIL



Tori Marsh, CMC, City Clerk
City of Tehachapi

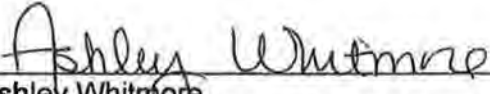


TEHACHAPI CITY COUNCIL
NOTICE OF PUBLIC HEARING
COMMUNITY TRANSIT NEEDS

Notice is hereby given that a Public Hearing will be held by the City Council of the City of Tehachapi at 6:00 p.m., on Tuesday, February 16, 2021, or thereafter, at the Wells Education Center, 300 S. Robinson Street, Tehachapi, California, or other location as specified in the agenda, to consider possible unmet transit needs for residents within the City of Tehachapi.

All interested persons are invited to attend the public hearing and will be given an opportunity to be heard.

TEHACHAPI CITY COUNCIL



Ashley Whitmore
Deputy City Clerk of the City of Tehachapi, California

Dated: January 6, 2021

Posted: January 6, 2021

Published: Tehachapi News January 13, 2021

PROOF OF PUBLICATION

The TEHACHAPI NEWS
411 N. MILL STREET
TEHACHAPI, CA 933561

Ad Number: 14759168
Edition: CALIFORNIAN TEHAC
Total Cost \$ 45.00
Billing City Of Tehachapi
Address 115 S. Robinson
TEHACHAPI,CA 93561

City Of Tehachapi
115 S. Robinson
TEHACHAPI, CA 93561

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 TEHACHAPI NEWS, A NEWSPAPER OF GENERAL CIRCULATION, PRINTED AND PUBLISHED WEEKLY IN THE CITY OF TEHACHAPI 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, 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:

Pub Dates

13/Jan/21

First Text
Unmet Transit

**TEHACHAPI CITY COUNCIL
NOTICE OF PUBLIC
HEARING COMMUNITY
TRANSIT NEEDS**

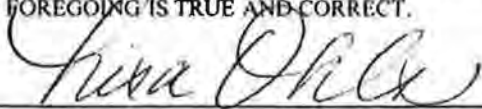
Notice is hereby given that a Public Hearing will be held by the City Council of the City of Tehachapi at 8:00 p.m. on Tuesday, February 16, 2021, or thereafter, at the Wells Education Center, 300 S. Robinson Street, Tehachapi, California, or other location as specified in the agenda, to consider possible unmet transit needs for residents within the City of Tehachapi.

All interested persons are invited to attend the public hearing and will be given an opportunity to be heard.

TEHACHAPI CITY COUNCIL
Ashley Whitmore
Deputy City Clerk of the City of
Tehachapi, California
Dated: January 8, 2021
Posted: January 6, 2021
Published: Tehachapi News
January 13, 2021 Ad#14759168

ALL IN YEAR 2021

I CERTIFY (OR DECLARE) UNDER PENALTY OF PERJURY
THAT THE FOREGOING IS TRUE AND CORRECT.



DATED AT TEHACHAPI CALIFORNIA

1/13/21

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT
PUBLIC TRANSIT CLAIM

2020-2021

PART 1 OF 8 -- CLAIMANT INFORMATION

I. Claimant
Information

Agency: City of Tehachapi

Mailing Address: 115 South Robinson Street

Office Address: 115 South Robinson Street

City, State, Zip: Tehachapi, CA 93561

Telephone: (661) 822-2200

II. Contact Person

Name: Susan C Wier

Title: Financial Analyst

Department: Finance

Mailing Address: 115 South Robinson Street

Office Address: 115 South Robinson Street

City, State, Zip: Tehachapi, CA 93561

Telephone: (661) 822-2200 ext 111

FAX: (661) 822-2249

E-Mail: swier@tehachapicityhall.com

WEB Site: www.liveuptehachapi.com

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT
PUBLIC TRANSIT CLAIM
PART 2 OF 8 - CLAIM AND ASSURANCES
For Fiscal Year 2020-2021

A. CLAIM: The City of Tehachapi hereby claims Local Transportation Fund and State Transit Assistance Fund apportionments and allocations for the 2020-2021 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 Tehachapi 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 Tehachapi
Claimant

Signature
3-11-21
Date
City Manager
Title

C. FINANCIAL

ASSURANCES: As the chief financial officer of the City of Tehachapi 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
3/11/2021
Date
Finance Director
Title

Kern Council of Governments

PART 3 OF 8--PROJECTED PUBLIC TRANSIT RESOURCES

For Fiscal Year 2020-2021

CLAIMANT: City of Tehachapi

I. FY 2019-2020 PROJECTED AVAILABLE RESOURCES

A. Deferred Revenues -- unexpended prior year cash receipts held in the claimant's treasury as of June 30, 2020 (from the most recent audit report) _____

B. Unreserved/Unrestricted Retained Earnings _____ **\$51,453**

C. Interest Earnings -- interest earnings on claimant cash balances through June 30, 2020 _____ **\$248**

D. Federal Grants & Reimbursements (Source & Amount):

- 1. FTA Planning Assistance _____
- 2. FTA Operating Assistance _____ **\$40,261**
- 3. FTA Capital Assistance _____
- 4. FTA CARES ACT Phase 1 FTA 5311 _____ **\$44,651**

E. State Grants & Reimbursements (Source & Amount):

- 1. _____
- 2. _____

F. Local Cash Grants & Reimbursements (Source & Amount)

- 1. LTF--Regional Planning (PUC 99262) _____ **\$15,344**
- 2. LTF--Operations/Capital (PUC 99260a) _____
- 3. LTF--Capital Reserve Withdrawal (CCR 6648) _____ **\$176,328**
- 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 _____ **\$5,288**
- 2. Special Fares _____
- 3. School Bus Service _____
- 4. Freight Tariffs _____
- 5. Charters _____

H. Other Revenues (Source & Amount):

- 1. City of Tehachapi General Fund _____ **\$20,787**
- 2. _____

I. TOTAL FY 2019-2020 PROJECTED AVAILABLE RESOURCES -- enter here and Part 4, Line J (Sections A+B+C+D+E+F+G+H) _____ **\$354,360**

Kern Council of Governments

PART 4 OF 8--PROJECTED PUBLIC TRANSIT EXPENSES

For Fiscal Year 2020-2021

CLAIMANT: City of Tehachapi

J. TOTAL FY 2019-2020 PROJECTED AVAILABLE RESOURCES (From Part 3, Line I) \$354,360

II. FY 2019-2020 PROJECTED EXPENSES & USES

K. Personnel:

1. Administrative Salaries & Wages	<u>\$39,233</u>
2. Operating Salaries & Wages	<u></u>
3. Other Salaries & Wages	<u></u>
4. Fringe Benefits	<u>\$14,282</u>

L. Services & Supplies:

1. Professional Services	<u></u>
2. Maintenance Services	<u></u>
3. Other Services	<u></u>
4. Vehicle Maintenance & Supplies	<u></u>
5. Utilities	<u></u>
6. Insurance	<u>\$4,270</u>
7. Purchased Transportation Services	<u>\$188,549</u>
8. Miscellaneous	<u>\$147</u>
9. Expense & Inter-fund Transfers	<u>\$14,272</u>
10. Interest	<u></u>
11. Lease & Rentals	<u></u>
12. Other	<u></u>

M. Capital Assets (Itemize by Object & Amount):

1.	<u></u>
2.	<u></u>
3.	<u></u>
4.	<u></u>

N. Other Uses (Object & Amount):

1. Regional Planning Contribution (FY 2019-2020 TDA Schedule B)	<u>\$15,344</u>
2.	<u></u>

O. FY 2019-2020 PROJECTED EXPENSES & USES (Sections K+L+M+N) \$276,098

P. DEFERRED REVENUES AND AVAILABLE RESERVES AS OF JUNE 30, 2020--
enter here and on Line A, Part 5 (Sections J-O)

\$78,262

Kern Council of Governments
PART 8.1 OF 8--SUPPLEMENTAL PUBLIC TRANSIT INFORMATION
For Fiscal Year 2020-2021

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.
- 6) Date of the most recent completed annual TDA internal audit: Month: February Day: 5 Year: 2019
FY 19/20 audit underway

Kern Council of Governments
PART 8.3 OF 8--SYSTEM CHARACTERISTICS QUESTIONNAIRE
 For Fiscal Year 2020-2021

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	
12. Is the claimant proposing an increase in executive level salaries for FY 2019-20? 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 2019-20? 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:	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 2020-2021

LISTING OF SUBCONTRACTORS
City of Tehachapi

1. Kern Transit - Transit Service

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. 08-21

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TEHACHAPI FINDING THAT THERE ARE NO UNMET TRANSIT NEEDS THAT ARE REASONABLE TO MEET WITHIN THE CITY.

WHEREAS, the City of Tehachapi City Council conducted a public hearing on Tuesday, February 16, 2021, to consider possible unmet transit needs within the City, and;

WHEREAS, the City of Tehachapi currently provides public transportation service within the City of Tehachapi, and;

WHEREAS, the objectives of providing the public transportation system are to meet the public need for limited cost transportation, to serve the mobility limited population, and to provide an alternative to private vehicle transportation.

NOW, THEREFORE, BE IT RESOLVED by the City of Tehachapi City Council that, after holding a duly advertised public hearing and receiving public testimony, it finds there are no areas within the City with unmet public transit needs which could be reasonably met by expansion of the existing system or establishment of a new system.

BE IT FURTHER RESOLVED, that a copy of this resolution be transmitted to the Kern County Council of Governments in conjunction with the filing of claims for Transportation Development Act Funds for Fiscal Year 2021-22 and that the City Manager is authorized to execute said claims.

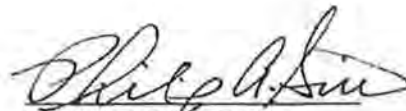
PASSED AND ADOPTED by the City Council of the City of Tehachapi this 16th day of February, 2021.

AYES: SMITH, DAVIES, POGON-CORD, SCRIVNER, WIGGINS

NOES: NONE

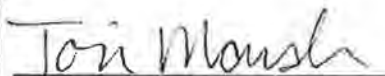
ABSENT: NONE

ABSTAIN: NONE



PHILIP A. SMITH, MAYOR
City of Tehachapi, California

ATTEST:



TORI MARSH, CMC, CITY CLERK
City of Tehachapi, California

I hereby certify that the foregoing resolution was duly and regularly adopted by the City Council of the City of Tehachapi at a regular meeting thereof held on February 16, 2021



TORI MARSH, CMC, CITY CLERK
City of Tehachapi, California

STATE OF CALIFORNIA
County of Kern)

I, Tori Marsh, City Clerk of the CITY OF TEHACHAPI, State of California, hereby certify the foregoing to be a full, true and correct copy of the original Res. 08-21 on file in this office and that I have compared the same with the original. WITNESS my hand and seal this 18th day of February, 2021

By: Tori Marsh City Clerk

By: _____ Deputy City Clerk



CERTIFICATION OF EXCERPT OF MINUTES
TEHACHAPI CITY COUNCIL
February 16, 2021

Upon motion by Councilmember Scrivner and seconded by Councilmember Pogon-Cord, and carried, the Council affirmed the recommended action on the item as follows:

ADOPTED RESOLUTION NO. 08-21 FINDING THAT THERE ARE NO UNMET TRANSIT NEEDS THAT ARE REASONABLE TO MEET WITHIN THE CITY

Vote was as follows:

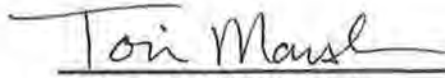
AYES:	<u>SMITH, DAVIES, POGON-CORD, SCRIVNER, WIGGINS</u>
NOES:	<u>NONE</u>
ABSENT:	<u>NONE</u>
ABSTAIN:	<u>NONE</u>

STATE OF CALIFORNIA)
COUNTY OF KERN)

I, TORI MARSH, City Clerk of the City of Tehachapi, California, do hereby certify that the foregoing is a true and correct excerpt from the minutes of the Tehachapi City Council meeting held on February 16, 2021.

DATED: February 18, 2021

TEHACHAPI CITY COUNCIL



Tori Marsh, CMC, City Clerk
City of Tehachapi

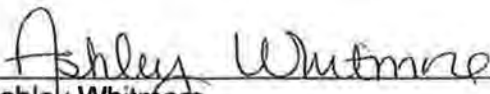


TEHACHAPI CITY COUNCIL
NOTICE OF PUBLIC HEARING
COMMUNITY TRANSIT NEEDS

Notice is hereby given that a Public Hearing will be held by the City Council of the City of Tehachapi at 6:00 p.m., on Tuesday, February 16, 2021, or thereafter, at the Wells Education Center, 300 S. Robinson Street, Tehachapi, California, or other location as specified in the agenda, to consider possible unmet transit needs for residents within the City of Tehachapi.

All interested persons are invited to attend the public hearing and will be given an opportunity to be heard.

TEHACHAPI CITY COUNCIL



Ashley Whitmore
Deputy City Clerk of the City of Tehachapi, California

Dated: January 6, 2021
Posted: January 6, 2021
Published: Tehachapi News January 13, 2021

PROOF OF PUBLICATION

The TEHACHAPI NEWS
411 N. MILL STREET
TEHACHAPI, CA 933561

Ad Number: 14759168
Edition: CALIFORNIAN TEHAC
Total Cost \$ 45.00
Billing City Of Tehachapi
Address 115 S. Robinson
TEHACHAPI, CA 93561

City Of Tehachapi
115 S. Robinson
TEHACHAPI, CA 93561

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 TEHACHAPI NEWS, A NEWSPAPER OF GENERAL CIRCULATION, PRINTED AND PUBLISHED WEEKLY IN THE CITY OF TEHACHAPI 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, 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:

Pub Dates
13/Jan/21

First Text
Unmet Transit

**TEHACHAPI CITY COUNCIL
NOTICE OF PUBLIC
HEARING COMMUNITY
TRANSIT NEEDS**

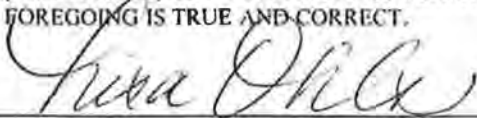
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All interested persons are invited to attend the public hearing and will be given an opportunity to be heard.

TEHACHAPI CITY COUNCIL
Ashley Whitmore
Deputy City Clerk of the City of
Tehachapi, California
Dated: January 6, 2021
Posted: January 6, 2021
Published: Tehachapi News
January 13, 2021 Ad#14759168

ALL IN YEAR 2021

I CERTIFY (OR DECLARE) UNDER PENALTY OF PERJURY
THAT THE FOREGOING IS TRUE AND CORRECT.



DATED AT TEHACHAPI CALIFORNIA

1/13/21

TRANSIT OPERATOR COMPLIANCE CERTIFICATE

CHP 339 (Rev. 9-09) OPI 062

TRANSIT OPERATOR NAME

National Express Transit Corporation

ADDRESS		TELEPHONE NUMBER
5438 Victor Street		(661) 391-9514
CITY	ZIP CODE	COUNTY
Bakersfield	93308	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
J. Followill	A12578	01/29/2021

Destroy Previous Editions

Chp339_0809.pdf

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J. Followill	A12578	01/29/2021

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Chp339_0809.pdf

Operator's STA Qualifying Criteria (99314.6) - Worksheet

FISCAL YEAR (Audited Data)	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20
A. Operating Cost	\$224,557.00	\$262,565.00	\$273,718.00	\$260,754.00
B. Operating Cost Exclusions:				
Fuel	\$7,185.00	\$9,202.00	\$10,553.00	\$10,489.00
Insurance	\$6,678.00	\$12,478.00	\$13,619.00	\$9,610.00
Depreciation	\$3,209.00	\$4,894.00	\$3,585.00	\$2,701.00
C. Adjusted Operating Cost (A-B)	\$207,485.00	\$235,991.00	\$245,961.00	\$237,954.00
D. Revenue Vehicle Hours (RVH)	2149	2207	2205	2218
E. RVH Exclusions: (add sheets if required)				
F. Adjusted RHV (D-E)	2149	2207	2205	2218
G. Operating Cost per RVH (C/F)	\$96.55	\$106.93	\$111.55	\$107.28
I. Operating Cost per RVH	\$96.55 W	\$106.93 X	\$111.55 Y	\$107.28 Z
H. % Change in CPI				1.20%
% Change in CPI 3 prior years (change in annual CPI between first year of first fiscal year and last year of last fiscal year)	7.90%			

Efficiency Standard 1:

Z must be less than or equal to (Y)*(CPI%) [CPI% = average percentage change in the CPI%]

Z =	\$107.28	Difference:	-\$5.60
Y =	\$112.89	Percentage:	-4.96%

Efficiency Standard 2:

[(X + Y + Z) / 3] must be less than or equal to [(W + X + Y) / 3] (3-year CPI%)

[(X + Y + Z) / 3]	=	108.5861621	Difference:	-\$4.72
[(W + X + Y) / 3]	=	105.0083021	Percentage:	-4.16%
[(W + X + Y) / 3] + [(W + X + Y) / 3]*CPI	=	113.303958		

For RTPA Use Only

Operator qualifies under:

- Standard 1: Yes No
- Standard 2: Yes No

OPERATOR PERFORMANCE TABLE		
Performance Indicator		Comments
1	Operating Cost/Passenger Trip	$260,753.98 / 4384.5 = 59.47$
2	Operating Cost/Service Hour	$260,753.98 / 2217.8 = 117.57$
3	Passenger/Service Hour	$4384.5 / 2217.8 = 1.98$
4	Passengers/Service Mile	$4384.5 / 15,007.0 = .29$
5	Service Hours/Employee	$2217.8 / 6 = 369.63$ 19-20 City of Tehachapi FTE = .45 19-20 Kern Transit FTE = 5.5 19-20 TOTAL FTE = 6
6	Farebox Ratio	10% with General Fund subsidy 2.03% without General Fund subsidy

Kern Council of Governments
 Transportation Development Act -- "Schedule A"
 LTF STAF FUND ESTIMATE AND APPORTIONMENT FACTORS
 FY 2020/21

Revised: February 16, 2021

Prospective Claimant	POPULATION BASIS	POPULATION RATIO	L.T.F. POPULATION APPORTIONMENT	S.T.A.F. POPULATION APPORTIONMENT	REVENUE BASIS	S.T.A.F. REVENUE RATIO	S.T.A.F. REVENUE APPORTIONMENT	TOTAL APPORTIONMENT
	01/01/20							
ARVIN	21,677	2.36%	\$ 843,528.96	\$ 149,660.23	62,152	0.77%	\$ 2,997.00	\$ 996,186.19
BAKERSFIELD (1)	392,756	42.80%	\$ 14,519,352.65	\$ 2,711,627.70	0	0.00%	\$ -	\$ 17,230,980.35
CALIFORNIA CITY	14,161	1.54%	\$ 551,054.74	\$ 97,769.00	25,760	0.32%	\$ 1,242.00	\$ 650,065.74
DELANO	53,032	5.78%	\$ 2,063,663.23	\$ 366,138.37	279,451	3.45%	\$ 13,474.00	\$ 2,443,275.60
GOLDEN EMPIRE TRANS (1)	N/A	0.00%	\$ -	\$ -	5,882,508	72.68%	\$ 283,636.00	\$ 283,636.00
MARICOPA	1,127	0.12%	\$ 43,855.57	\$ 7,780.92	0	0.00%	\$ -	\$ 51,636.49
MCFARLAND	14,388	1.57%	\$ 559,888.12	\$ 99,336.23	12,106	0.15%	\$ 585.00	\$ 659,809.34
RIDGECREST	29,350	3.20%	\$ 1,142,112.61	\$ 202,635.41	159,250	1.97%	\$ 7,679.00	\$ 1,352,427.02
SHAFTER	20,441	2.23%	\$ 795,431.82	\$ 141,126.76	57,568	0.71%	\$ 2,776.00	\$ 939,334.58
TAFT	8,680	0.95%	\$ 337,769.59	\$ 59,927.61	360,169	4.45%	\$ 17,366.00	\$ 415,063.20
TEHACHAPI	12,758	1.39%	\$ 496,459.03	\$ 88,082.54	28,252	0.35%	\$ 1,362.00	\$ 585,903.57
WASCO	28,884	3.15%	\$ 1,123,978.89	\$ 199,418.10	31,839	0.39%	\$ 1,535.00	\$ 1,324,931.99
KERN CO.-IN (1)	112,572	12.27%	\$ 4,161,543.15	\$ 777,207.91	0	0.00%	\$ -	\$ 4,938,751.06
KERN CO.-OUT	207,727	22.64%	\$ 8,083,398.48	\$ 1,434,169.23	1,194,767	14.76%	\$ 57,608.00	\$ 9,575,175.72
METRO-BAKERSFIELD CTSA	N/A	N/A	\$ 983,205.04	\$ -	0	0.00%	\$ -	\$ 983,205.04
TOTALS	917,553	100.00%	\$ 35,705,241.88	\$ 6,334,880.00	8,093,822	100.00%	\$ 390,260.00	\$ 42,430,381.88
PROOF	917,553	100.00%	\$ 35,705,241.88	\$ 6,334,880.00	8,093,822	100.00%	\$ 390,260.00	\$ 42,430,381.88
KERN COG ADMINISTRATION	N/A	1.00%	\$ 379,401.44	\$ -	N/A	\$ -	\$ -	\$ 379,401.44
KERN PEDESTRIAN/BIKEWAY	N/A	2.00%	\$ 751,214.85	\$ -	N/A	\$ -	\$ -	\$ 751,214.85
KERN COG PLANNING (2)	N/A	3.00%	\$ 1,104,285.83	\$ -	N/A	\$ -	\$ -	\$ 1,104,285.83
ESTIMATED TOTAL	N/A		\$ 37,940,144.00	\$ -	N/A	\$ -	\$ -	\$ 44,665,284.00
			\$ 37,940,144.00					

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 77.69% AND 22.31% 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 2020/21

From FY 2020/2	% Calc
111,766	35.1%
206,240	64.9%

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT

SCHEDULE "B"

PLANNING CONTRIBUTIONS BY AREA OF APPORTIONMENT

Fiscal Year 2021-2022

Revised: February 12.2021

Prospective Claimant	POPULATION BASIS at 01/01/19	POPULATION RATIO	PLANNING CONTRIBUTION
ARVIN	21,677	2.36%	\$ 27,077
CALIFORNIA CITY	14,161	1.54%	\$ 17,688
DELANO	53,032	5.78%	\$ 66,242
GOLDEN EMPIRE TRANSIT	505,328	55.07%	\$ 631,201
MARICOPA	1,127	0.12%	\$ 1,408
MCFARLAND	14,388	1.57%	\$ 17,972
RIDGECREST	29,350	3.20%	\$ 36,661
SHAFTER	20,441	2.23%	\$ 25,533
TAFT	8,680	0.95%	\$ 10,842
TEHACHAPI	12,758	1.39%	\$ 15,936
WASCO	28,884	3.15%	\$ 36,079
KERN TRANSIT	207,727	22.64%	\$ 259,470
TOTALS	-	-	-
PROOF	917,553	100.00%	\$ 1,146,108
	917,553	100.00%	\$ 1,146,108

March 31, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Joseph Stramaglia,
Project Delivery Team Lead

SUBJECT: TTAC AGENDA ITEM: VI.
KCOG PROJECT DELIVERY POLICY AND PROCEDURES UPDATE

DESCRIPTION:

The KCOG Project Delivery Policy and Procedures document (Policy) will be updated to require the annual status reporting of TDA Article 3 projects not yet advanced.

DISCUSSION:

Last November, interest was expressed by the TTAC Chair and others, to add additional reporting requirements for the Transportation Development Act (TDA) Article 3 project delivery, concurrent with the requirement already in place for CMAQ and RSTP project delivery. The current Policy requires agencies to submit a letter to Kern COG explaining why they are late in submitting a federal-aid authorization request to Caltrans when not accomplished by the end of January. Each year, Kern COG staff requests project delivery letters be submitted in January for presentation to the TTAC and Board in February.

Kern COG staff updated the current Policy to require the submittal of a status letter in January for TDA Article 3 projects that have not yet been delivered. Kern COG staff currently conducts quarterly Project Accountability Team meetings each year to ensure that programmed projects are advancing in a timely manner in order to not lose federal funding to the region. During these meetings, TDA Article 3 funded projects are listed and discussed and the reporting of non-activity for TDA Article 3 projects in January of each year will provide transparency to the Board. TDA Article 3 is a discretionary program; projects are ranked and prioritized based on merit.

Staff circulated the draft Policy update to TTAC and Kern COG Board in February as an information item. Comments were received regarding project phasing which was addressed in the updated policy. Kern COG staff requests that the TTAC recommend that the Transportation Planning and Policy Committee approve the proposed policy update to the KCOG Project Selection Policy and Procedures document, as provided in Attachment A.

Action: Recommend that the Transportation Planning and Policy Committee approve the Final KCOG Project Selection Policy and Procedures update.

Attachment A: Final KCOG Project Selection policy and Procedures Update



Kern Council of Governments
**PROJECT DELIVERY
POLICIES & PROCEDURES**

FINAL

Approved by Kern COG on November 15, 2012

Updated November 2013 – Chapter 2

Updated April 2014 – Chapter 6

Updated March 2015 – Chapter 7

Updated April 2015 – Chapter 6

Updated November 2016 – Chapter 5 & Appendix B

Updated March 2019 – Chapter 1, 2, 3

Updated March 2021 – Chapter 2

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

Kern Council of Governments Board of Directors

Secretary/ Executive Director

Ahron Hakimi

City of Arvin
Jose Gurrola, Jr

City of Tehachapi
Philip Smith

City of Bakersfield
Bob Smith, Vice-Chair

City of Wasco
Gilberto Reyna

City of California City
Nick Lessenevitch

County of Kern
David Couch

City of Delano
Grace Vallejo

County of Kern
Zack Scrivner, Vice-Chair

City of Maricopa
Virgil Bell

Ex-Officio Members:

City of McFarland
Manuel Cantu

Joint Planning Policy Board
Scott Kiernan

City of Ridgecrest
Mike Mower

Caltrans District 6
~~Gail Miller~~Michael Navarro

City of Shafter
Gilbert Alvarado

Caltrans District 9
~~Brent Green~~Ryan Dermody

City of Taft
Orchel Krier

Golden Empire Transit District
Cindy Para



IMPLEMENTATION PROCEDURES OVERVIEW

Background	2-1
Project Delivery Policy and Timeline	2-2
<i>Figure 2-A: Project Delivery Timeline</i>	2-3
Implementation Procedures	2-4
General Policy	2-4
Project Cost Savings/Reductions in Scope/Project Failures	2-5
Project Advances.....	2-5
Specific Policy Provisions.....	2-5
Encumbrance/Liquidation/Project Close-Out Deadlines.....	2-7
Inactive Projects.....	2-8

Background

On December 4, 2015, President Obama signed into law Public Law 114-94, the Fixing America’s Surface Transportation Act (FAST Act). The FAST Act funds surface transportation programs—including, but not limited to, Federal-aid highways—at over \$305 billion for fiscal years (FY) 2016 through 2020. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) administer the policies and programs of the FAST Act. The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The FAST Act builds on the changes made by MAP-21 and continues both the Regional Surface Transportation Program (RSTP) and Congestion Mitigation Air Quality (CMAQ) programs with the same flexibility to fund road (including road rehabilitation), pedestrian, bicycle, and transit projects. The federal Transportation Alternatives Program is included and has been transformed into the state Active Transportation Program (ATP) in California.

Chapter 2: Implementation Procedures Overview

Federal Requirements (FAST ACT) - STP, CMAQ, and Federal Transit Administration (FTA) funds (among other programs) must be obligated within 4 years of apportionment. Funds not obligated are lost to the state.

State Requirements (AB-1012) - RSTP and CMAQ funds must be obligated within 3 years of apportionment. Funds not obligated are lost to the region.

Regional Requirements - KCOG requires regional deadline requirements, including obligation, award and invoicing deadlines, to expedite project delivery and ensure funds are not lost to the region.

Project Delivery Policy and Timeline

The RSTP, CMAQ, and ATP programs, as well as other [state and](#) federal funds, are subject to regional project delivery policies. These policies are critical to ensure that the region is able to use its [state and](#) federally apportioned transportation funding in a timely manner. By meeting delivery targets, the region is able to maximize its use of [federal-aid](#) funding on transportation projects. In addition, if the region is successful in meeting state mandated delivery deadlines, it may be rewarded with more transportation dollars.

State Legislation (AB-1012) established penalties for not delivering RSTP or CMAQ and other federal-aid projects within prescribed deadlines. KCOG, working with its partners, has imposed its own deadlines to ensure funds are not lost to the region. These delivery deadlines at the federal, state and regional levels are outlined below.

KCOG has established these deadlines for funding in the RSTP and CMAQ Programs to ensure timely project delivery against state and federal funding deadlines. This policy establishes rules for enforcing project deadlines for these funds under the MAP-21 transportation authorization act. 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, or de-obligation by the Federal Highway Administration (FHWA). There is no guarantee

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that funds are available once deprogrammed or de-obligated. The intent of this regional delivery policy is to ensure implementing agencies do not lose any funds because of a deadline and to provide maximum flexibility in solving potential problems in good faith. Figure 2-A on the next page summarizes the reporting procedures for implementation by KCOG staff to monitor and identify projects that fall behind schedule.

The Transportation Development Act (TDA) Program Article 3 Program is incorporated by reference into Figure 2-A with regards to the delivery of regionally approved improvements. TDA Article 3 projects are subject to the requirement to submit a letter to Kern COG during the Kern COG policies and procedures for the TDA program as described in Chapter 7 of this document. Chapter 7 reflects the established and required process for the Article 3 program project selection and delivery process which is a sub-set of the entire TDA program. Approved Article 3 projects are to be included and discussed at the quarterly project accountability team meetings. Anticipated phased or larger projects may be exempt from the annual status letter when Kern COG is made aware through the call for projects process and written notice that the project is under consideration for a future allocation. However, once a project is identified in an adopted Program of Projects, that project will be subject to the timely use of funds provision. Additionally, a time limit is already established and described in Chapter 7 of this document to advance TDA Article 3 projects that receive funding approval through Kern COG. That policy is repeated below:

Time Limitation - Projects approved for funding in one fiscal year shall be considered void if construction is not started by the end of the following fiscal year. Funds allocated within the Local Transportation Fund and those disbursed to a claimant's local treasury shall then be returned or refunded to the unallocated pedestrian/bikeway reserve account for reallocation during the next program funding cycle.

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FIGURE 2-A: PROJECT DELIVERY TIMELINE

FFY Oct 1 to Sep 30	Description of Action Required
FOR PROJECTS NOT YET APPROVED FOR E-76 IN SAME YEAR AS PROGRAMMING YEAR	
October 1 to January 1	Project Lead ready to submit Request for Authorization to CT Office of Local Assistance (OLA)
January 1 to January 31	Lead agency submits Request for Authorization to CT OLA
February 1 to February 30	Lead agency reports in writing to KCOG / TTAC / TPPC on revised submittal schedule
March 1 to March 31	Lead agency to receive authorization to proceed (E-76) from Caltrans OLA
March 1 to March 31	KCOG develops and submits action plan to project delivery team and KCOG Board
April 1 to June 30	KCOG Project Delivery Team to follow up on delivery commitments and agree on action plan for Board consideration including the acceleration of other programmed projects and replacement proposals
<p><i>Important Note: Formal FTIP amendments are no longer available at predictable points in time due to air quality conformity requirements and federal financial constraint programming limitations. Project replacement solutions involving formal amendments require more time than what remains in a given federal fiscal year. Projects proposed for acceleration should rely on the "Expedited Project Selection Procedure" process, already in place, which allows for project delivery within the federal triennial element of the FTIP.</i></p>	
FOR PROJECTS WITH APPROVED E-76 BUT NO CONTRACT AWARDED WITHIN 90-DAY PERIOD FOLLOWING E-76	
No Activity for 6 mo.	Agency Letter to Caltrans Office of Local Assistance and copy to KCOG
No Activity for 12 mo.	Subject to Caltrans inactive Invoice Review and Action
No response beyond 12 mo.	Subject to FHWA de-obligation after 12 months of inactivity
FOR PROJECTS WITH APPROVED E-76, AWARDED, STARTED BUT NO INVOICING ACTIVITY FOR MORE THAN 6 MONTHS	
No Activity for 6 mo.	Lead Agency letter to Caltrans Office of Local Assistance and copy to KCOG
No Activity for 12 mo.	Subject to Caltrans inactive Invoice Review and Action
No activity beyond 12 mo.	Subject to FHWA de-obligation after 12 months of inactivity
FOR PROJECTS WITH APPROVED E-76, CONTRACT AWARDED, WORK COMPLETED - BUT NO FINAL REPORT	
No Activity for 3 mos. or more	Agency Letter to KCOG
<p><i>Important Note: The final report phase is necessary to close out the reimbursement account. Non-compliance to comply with final report deadlines may result in the state requesting full reimbursement for the obligated phase. Funding already encumbered would be lost both to the region and to the state.</i></p>	
FOR PROJECTS REQUIRING CTC ALLOCATION VOTES	
<p>This process must occur in same year as programmed – Projects using RIP, IIP or ATP are subject to CTC allocation votes as outlined in the CTC approved STIP Guidelines. ATP projects are included in this category. Procedures above should include the additional reporting to both KCOG and the CTC as specified below.</p>	
No CTC vote request by March 1	Submit request for extension
No contract award for 6 mos.	Submit request for extension
POST - FTIP ADJUSTMENTS –PROJECTS WITH UNUSED PROGRAMMING OR IN NEED OF ADDITIONAL REIMBURSEMENT	
<p>All post FTIP adjustments are at the discretion of the Caltrans Office of Local Assistance or Federal Transit Administration.</p>	
<p>First priority for post FTIP adjustments –The implementing agency should first try to use or manage variations in cost.</p>	
<p>Second priority for post FTIP adjustments – Notify TTAC members and project delivery staff of availability of obligation authority from an encumbered project ready for final invoicing and project closeout.</p>	
<p>All post FTIP adjustments are subject to procedural limitations set by the Caltrans Office of Local Assistance, Federal Transit Administration and the Federal Highways Administration.</p>	

Implementation Procedures

KCOG staff regularly reports to the Transportation Technical Advisory Committee (TTAC) and Transportation Planning and Policy Committee (TPPC) on an annual basis of project delivery status for all projects identified in the Federal Transportation Improvement Program. Communication of project status requires the active participation of project managers and KCOG staff on a regular basis. In order to effectively administrate this project delivery policy, there is a need to gather project delivery information on a quarterly or possibly a monthly (ongoing) basis. To that end, KCOG staff shall develop a database application that supports a checklist and date completed database for all active federal-aid projects. This database will house analysis data; deadline information for use in comparing target dates to actual dates indicated for project delivery accomplishments. Should there be ongoing issues with the advancement of a project, KCOG staff will advise the TTAC and the TPPC of the issues surrounding project delays, require additional written information on the status and commitments from the implementing agency and whether there is an opportunity to redirect programming to another project. Directing the attention of the TTAC and TPPC to projects that have fallen behind will increase lead agency accountability and improve project delivery countywide.

General Policy

KCOG has established deadlines for funding in the RSTP, CMAQ, Active Transportation Program (ATP) and other federal-aid transportation programs to ensure timely project delivery against state and federal funding deadlines. This document establishes a regional policy for enforcing project funding deadlines and project substitutions for these state and federal funds.

Projects in each federal-aid program are chosen based on eligibility, project merit, and deliverability within the established deadlines. It is the responsibility of the implementing agency at the time of programming, to ensure that regional deadlines and provisions of the project delivery policy can be met. KCOG staff will actively monitor and report the obligation status of projects to the TTAC and TPPC. KCOG staff will monitor project delivery and report issues as they arise and make recommendations to the TTAC and TPPC as necessary.

KCOG and the implementing agency or partnering agencies may determine that circumstances may justify changes to project programming as reflected in the currently approved TIP. These revisions, or amendments, are not routine. KCOG staff reviews all amendment proposals before the KCOG Board considers any formal actions on program amendments. All changes must follow KCOG's Public Involvement Process and Federal Air Quality Procedures and Conformity Protocol. Changes must be consistent with the Regional Transportation Plan (RTP), must not adversely affect the expeditious implementation of Transportation Control Measures (TCMs), must not negatively impact the deliverability of other projects in the regional programs, and must not affect the conformity finding in the FTIP.

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In selecting projects to receive redirected funding, the KCOG Board may use existing lists of projects that did not receive funding in past programming exercises, or direct the funds to agencies with proven on-time project delivery, or could identify other projects with merit to receive the funding, or retain the funding for future programming cycles. 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.

Project Cost Savings/Reductions in Scope/Project Failures

From time to time projects may be completed at a lower cost than anticipated, or have a minor reduction in scope resulting in a lower project cost, or may not proceed to implementation. In such circumstances, the implementing agency shall notify KCOG and Caltrans within a timely manner, that the funds resulting from these 'project savings' will not be used. Project savings accrued prior to the established obligation deadline may be available for redirection within the program of origin. Savings within the formula based programs, such as county guaranteed funding returned to counties based on a population share, may be available for redirection by KCOG within the formula program. For all programs, the projects using the redirected savings prior to the obligation deadline must still obligate the funds within the original deadline. Project savings or unused funding realized after the obligation deadline return to KCOG. Any funds that have been obligated but remain unused will be de-obligated from the project and returned to the KCOG Board for redirection.

Project Advances

Obligations for funds advanced from future years of the FTIP will be permitted only upon the availability of surplus Obligation Authority (OA) and State Budget Authority (SBA) in a particular year, with current programmed projects that have met the delivery deadlines having priority for OA in a given year. Advanced obligations will be based on the availability of OA and will only be considered between May 1 and August 15 of each year. Obligation requests for surplus OA funds must be submitted no later than June 30; however, requests submitted by May 1st have a better chance of being obligated. Implementing agencies wishing to advance projects may instead request Advance Construction (AC) authorization from Caltrans (or pre-award authority from the FTA) to proceed with the project using local funds until OA becomes available.

Specific Policy Provisions

Projects selected to receive RSTP or CMAQ funding must have a demonstrated ability to use the funds within the established regional, state and federal deadlines. This criterion will be used for selecting projects for funding, and for placement of funding in a particular year of the FTIP. It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional delivery

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policy can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of the programmed funds against regional, state and federal deadlines, and to report any potential difficulties in meeting these deadlines, (or difficulties in meeting the provisions of the regional delivery policy) to KCOG, Caltrans and partnering agencies within a timely manner, to seek solutions to potential problems well in advance of potential delivery failure or permanent loss of funding. Specific provisions of the Project Delivery Policies and Procedures are as follow:

- **Funds to be Obligated/Transferred in the Fiscal Year Programmed in the FTIP:** RSTP and CMAQ funds are to be programmed, up to the apportionment level for that fiscal year, in the FTIP within the fiscal year in which the funds are to be obligated by FHWA or transferred to FTA, similar to the programming of the State Transportation Improvement Program (STIP.) This will improve the overall management of federal OA within the region and improve the likelihood that OA and SBA will be available for projects that are programmed in a particular fiscal year.
- **Field Reviews:** Implementing agencies are required to request a field review within 6 months of KCOG's approval of the project in the FTIP for federal-aid projects receiving funding through the RSTP and CMAQ programs that are subject to AB-1012 or regional obligation deadlines. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable (such as FTA transfers, regional customer service projects and planning activities). Failure for an implementing agency to make a good-faith effort in scheduling and/or obtaining a field review from Caltrans Local Assistance within six months of programming into the FTIP may result in the funding being subject to reprogramming.
- **Complete Environmental Submittal to Caltrans 12 months prior to Obligation Deadline:** Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined Programmatic Categorical Exemption as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic period for projects to progress from the field review through the environmental and design process, to the right of way or construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being subject to reprogramming. The requirement does not apply to FTA transfers, regional customer service projects or planning activities.
- **Obligation/Submittal Deadlines:** Projects selected to receive RSTP, CMAQ and ATP funding must demonstrate their ability to obligate programmed funds by the established obligation deadline. Implementing agencies are responsible for delivering projects in the programming year of the TIP based on their original year requested. The implementing agency is responsible for meeting benchmark delivery deadlines.

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Within KCOG-administered programs, implementing agencies may adjust programming up until April 1st of the programmed year, swapping funds to a ready project in order to utilize all of the programming capacity, subject to available OA. The substituted project(s) must still obligate the funds within the original funding deadline.

RSTP, CMAQ and ATP funds programmed in the FTIP are subject to an obligation/FTA transfer deadline of June 30 of the programmed fiscal year. Implementing agencies are required to submit the complete request for obligation or FTA transfer to Caltrans Local Assistance by April 1 of the fiscal year programmed in the FTIP, and receive an obligation/FTA transfer of the funds by June 30 of the fiscal year programmed in the FTIP.

February 1 - Regional Submittal Deadline: Complete package submittals received by February 1 of the fiscal year programmed in the FTIP will receive first priority for obligations against available OA.

February 2 - April 30: Projects submitted during this timeframe are subject to deprogramming. If OA is still available, these projects may receive OA if obligated by April 30. If OA is limited, these projects would compete for OA with projects advanced from the following fiscal year on a first come-first serve basis. Projects with funds to be advanced from future years must request the advance prior to April 30, in order to receive the funds within that federal fiscal year.

April 30 - Regional Obligation Deadline: 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. No extensions of this deadline will be granted. Projects seeking advanced obligations against funds from future years, must request the advance prior to April 30, in order to receive the funds within that federal fiscal year. The obligation deadline may not be extended. The funds must be obligated by the established deadline or they will be de-programmed from the project and redirected by KCOG to a project that can use the funds in a timely manner.

Encumbrance/Liquidation/Project Close-Out Deadlines

RSTP, CMAQ and ATP funds must be encumbered by an approved State funding agreement within one state fiscal year after the fiscal year of obligation. Furthermore, the funds must be fully liquidated (expended, invoiced and reimbursed), within four state fiscal years after the fiscal year in which the funds were obligated, and the project must be accepted and closed out within five state fiscal years after the fiscal year in which the funds were obligated. The provisions listed below are required in order to ensure no funds are lost after obligation. Failure to meet these requirements will result in the potential loss of funding for reimbursement of incurred project costs.

- Funds must be encumbered within one state fiscal year following the fiscal year in which the funds were obligated (encumbrance is approval of a funding agreement with the state). This requirement does not apply to FTA transfers.

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- Construction/Equipment Purchase contract must be awarded within six months following the fiscal year in which the construction funds were obligated (this requirement does not apply to FTA transfers).
- Funds must be liquidated (expended, invoiced and reimbursed) within four state fiscal years following the fiscal year in which the funds were obligated (this requirement does not apply to FTA transfers).
- Project must be accepted and closed out within six months of the last expenditure, or within five state fiscal years following the fiscal year in which the funds were obligated, whichever occurs first (this requirement does not apply to FTA transfers).
- For FTA projects, funds must be approved/awarded in an FTA Grant within one state fiscal year following the fiscal year in which the funds were transferred to FTA.

Funds that miss the encumbrance, liquidation/project close out deadlines are subject to de-obligation if not re-appropriated by the State Legislature, or extended (for one year) in a Cooperative Work Agreement (CWA) with the California Department of Finance.

Inactive Projects

Most projects can be completed well within the state's seven-year deadline for project closeout. Yet it is viewed negatively by both FHWA and the California Department of Finance for projects to remain inactive for more than 12 months. It is expected that funds for completed phases will be invoiced within a reasonable time of completion of work for the phase, and projects will be closed out within a reasonable time following project completion. Implementing agencies that have projects that have not been closed out within 6 months of final expenditure, or have projects that remain inactive for more than 12 months, regardless of federal fund source, will have future OA limited for subsequent projects, and/or have restrictions on future programming.

The intent of this regional delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. KCOG has purposefully established regional deadlines in advance of state deadlines, to provide the opportunity for implementing agencies, Caltrans, other partnering agencies and KCOG to solve potential problems and bring the project back on-line in advance of losing funding due to a missed state deadline. Although the policy is limited to the RSTP and CMAQ funds managed by KCOG, the state deadlines cited apply to all federal-aid funds administered by the state. Implementing agencies should pay close attention to the deadlines of other state and federal funds on their projects so as not to miss any other applicable funding deadlines.



VII. TTAC

March 31, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Joseph Stramaglia,
Project Delivery Team Lead

SUBJECT: TTAC AGENDA ITEM: VII.
2021 Mid-Cycle State Transportation Improvement Program

DESCRIPTION: The California Transportation Commission (CTC) has developed and anticipates the adoption the 2021 Mid-Cycle State Transportation Improvement Program (STIP) in response to the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (Federal Act).

DISCUSSION: Because the next CTC meeting occurs on March 24-25, 2021 after the writing and issuance of the March Kern COG TTAC agenda, it's possible that this information may require revision by March 31, 2021, the date of the TTAC meeting. The CTC anticipates the administration of the 2021 Mid-Cycle State Transportation Improvement Program (STIP) in response to the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (Federal Act). The Federal Act may distribute a draft estimate of \$366,013,042 to regional agencies through the established STIP County Share process. Kern COG's share of COVID relief funding using the STIP distribution is estimated at \$12,827,182. The final amount may be lower depending on what version of formula distribution the CTC approves. The assumption for this report is that the Commission may choose to distribute 100% of COVID funding through the STIP. This process would be separate from the 2022 Regional Transportation Improvement Program as the draft schedule below indicates.

DRAFT 2021 Mid-Cycle State Transportation Improvement Program Schedule		
March 9, 2021	CTC	Draft Guidelines/Workshop
March 24, 2021	CTC	Commission adopts Guidelines and Share Distribution
April 15, 2021	KCOG	Adopt 2021 Mid-Cycle STIP Regional Project List
April 30, 2021	CTC	Regional List of projects due to the CTC
May 12-13, 2021	CTC	New projects are presented to the Commission (Notice)
June 23-24, 2021	CTC	Commission adopts the new projects

Project Selection: At the February 18, 2021 regularly scheduled meeting of the Kern COG Board of Directors, action was taken to direct new Coronavirus Response and Relief Supplemental Appropriations Act of 2021 funding to two regionally significant projects including the City of Bakersfield Hageman extension / flyover project and the State Route 58 Truck Climbing Lane project. The action was specific that approved available COVID funding would be split 50/50 between the two projects. Table A provides specific amounts for each project based on the 100% STIP distribution option developed by the CTC. Final amounts will be indicated for the March KCOG Board meeting. If the CTC approves a variation on the STIP methodology and County Share distribution the COVID funding Kern COG staff will inform the TTAC of the final outcome on March 31.

According to the Draft 2021 Mid-Cycle STIP Guidelines, Kern COG's prior action will be forwarded to the CTC as new projects for the STIP in the draft amounts listed below. The amounts indicated in TABLE A are not the final amounts and may be lower by \$3 to \$4 million or so depending on the distribution options the CTC approves.

TABLE A			
PROPOSED 2021 MID-CYCLE STIP CAPITAL IMPROVEMENT PROGRAM COVID FUNDING			
Project Description	Year	Phase	Amount
State Route 58 Truck Climbing Lanes	2021-22	Environmental	\$ 6,413,591
Hageman Extension	2021-22	Right-of-Way	\$ 6,413,591
Total Coronavirus Response and Relief Supplemental Appropriations Act of 2021			\$ 12,827,182

Action: Information.

Enclosure: Draft Policies and Procedures Specific to the 2021 Mid-Cycle State Transportation Improvement Program Coronavirus Response and Relief Supplemental Appropriations Act of 2021.

**DRAFT Policies and Procedures Specific to the
2021 Mid-Cycle State Transportation Improvement Program**

**Coronavirus Response and Relief Supplemental Appropriations Act of
2021**

The California Transportation Commission (Commission) intends to develop and adopt a 2021 Mid-Cycle State Transportation Improvement Program (STIP) in response to the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (Federal Act). The following policies and procedures address the particular circumstances of the 2021 Mid-Cycle STIP.

- **Schedule.** The following schedule lists the major milestones for the development and adoption of the 2021 Mid-Cycle STIP:

Draft Guidelines/Workshop	March 9, 2021
Commission adopts Guidelines and Share Distribution	March 24, 2021
List of projects due to the Commission	April 30, 2021
New projects are presented to the Commission (Notice)	May 12-13, 2021
Commission adopts the new projects	June 23-24, 2021

- **Funding Distribution.** The Commission will distribute \$\$\$\$\$ (XX.X percent of the Federal Act) through the 2021 Mid-Cycle STIP. The Regional Improvement Program will receive \$\$\$\$\$ (75 percent) and the Interregional Improvement Program will receive \$\$\$\$\$ (25 percent) of the Federal Act amount directed to the 2021 Mid-Cycle STIP.
- **Regional Share Targets.** Regional share targets will be calculated based on the amount identified above for the Regional Improvement Program using the STIP share distribution formula. These will be the target shares for each region. There will be no minimum or maximum calculated for these shares.
- **Over programming.** Regions and the state may program these STIP share targets even if overprogrammed in the 2020 STIP.
- **Planning Programming and Monitoring (PPM).** PPM will be calculated based on 5 percent of the regional share targets. Regions will have the option to program PPM up to the amount of PPM identified.
- **State Only Funds Exchange.** Regions with a share target amount of \$5 million or less may request state only funds at the time of programming, except for the urbanized areas with populations over 200,000 identified in the Federal Highway Administration apportionment notice dated January 15, 2021. A project that is required to be federalized or that has previously received federal funds is not eligible for state-only funding. Projects programmed with state only funds are subject to Article 19 restrictions.

- Programming Options. Regions and the state may choose or do a combination of the following programming options:
 1. Propose New Projects – An agency may choose to program new projects up to their total target amount. For each new project nominated for funding in the 2021 Mid-Cycle STIP, regions and Caltrans shall submit a Project Programming Request (PPR), identifying the scope, cost, and schedule. The PPRs shall be submitted electronically to the Commission by April 30, 2021.
 2. Augment Projects - An agency may increase funding to a currently programmed project to address project cost increases, add scope or exchange funds with local funds. The project must be programmed in Fiscal Year 2021-22 or later.
 3. Advance Projects - An agency may propose to advance projects that are currently programmed in later years of the STIP. Approval of advancing more than the target amount will only be possible if other regions elect to delay their shares.
 4. Delay Programming - An agency may choose to delay programming their target shares. Their shares will be accounted for in the 2022 STIP Fund Estimate distribution. No action is required.
- Interregional Program. Caltrans may program projects that are eligible through the State Highway Operations and Protection Program (SHOPP) in the interregional program if timely programming through the SHOPP is not possible because of funding limitations in the SHOPP.
- STIP Guidelines. The STIP guidelines shall apply to all projects that received Federal Act funding.



March 31, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Joseph Stramaglia,
Project Delivery Team Lead

SUBJECT: TTAC AGENDA ITEM: VIII.
2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

DESCRIPTION:

Every two years in the odd-numbered year, regional transportation planning agencies are to submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission for their approval in December of the same odd-numbered year.

DISCUSSION:

The California Transportation Commission (CTC) has initiated the 2022 Regional Transportation Improvement Program (2022 RTIP) process at their January 27– 28, 2021 meeting to develop a statewide 2022 State Transportation Improvement Program (2022 STIP) for projects of regional significance. The general order of this process is 1) CTC develops a statewide 5-Year regional share fund estimate; 2) CTC updates 2022 STIP guidelines; 3) regions submit RTIP's; and 4) the CTC consolidates RTIP's and approves the 2022 STIP.

2022 Regional Transportation Improvement Program Schedule		
January 2021	CTC	Adopted 2022 STIP Fund Estimate Schedule
March 24-25, 2021	CTC	Present Fund Estimate Assumptions to Commissioners
May 12-13, 2021	CTC	Adopt Fund Estimate Assumptions
May 19, 2021	KCOG	Regional Workshop
June 23-24, 2021	CTC	Present Draft Fund Estimate
July 21, 2021	KCOG	Regional Workshop
August 18-19, 2021	CTC	Adopt Statewide Fund Estimate and Guidelines
September 22, 2021	KCOG	Regional Workshop
September 1 & 16, 2021	KCOG	Circulate Adm. Draft 2020 RTIP TTAC & TPPC
October 6 & 21, 2021	KCOG	Circulate Draft 2020 RTIP TTAC & TPPC
November 3 & 18, 2021	KCOG	Regional Adoption of 2022 RTIP TTAC & TPPC
December 15, 2021	KCOG	Submit 2022 RTIP to the CTC by December 15, 2021
February 2022	CTC	Conduct Southern/Northern California Public Hearing
March 2022	CTC	CTC will circulate staff recommendation for 2022 STIP
April 2022	CTC	Approve final 2022 STIP

The process for the region is to 1) establish new programming capacity defined by the state’s fund estimate; 2) assess current regional project needs including cost estimate updates; 3) develop a Capital Improvement Program; and 4) regionally adopt the 2022 RTIP for submission to the CTC by December 15, 2021.

Current 2020 STIP as Adopted - Kern COG projects in the current 2020 State Transportation Improvement Program include highway capacity projects on State Routes 14, 46 and 58. It must be noted that specific regional actions from the 2020 RTIP cycle affect how the 2022 RTIP cycle program of project recommendations is developed. First, because there was no new funding capacity for the 2020 RTIP cycle, a regional decision of note was to defer \$30 million from a Caltrans partnership project at State Route 58 and 99 in order to advance construction of the final phase of State Route 46 widening project near Interstate 5. Because the 58 / 99 auxiliary lane project was deferred, it was also removed from the STIP. It is the region’s intent that RTIP funding be used to supplement other state construction funding in the State Highway Operations Protection Program (SHOPP). It is staff’s intention to restore this programming if there is funding capacity to do so and if Caltrans is advancing the design of the auxiliary lane.

The second important action of note taken during the 2020 RTIP cycle was to elevate the need for truck climbing lanes on State Route 58 east of Bakersfield. It is the region’s intent that this project will also become a SHOPP project. However, the RTIP process could play a future role in advancing pre-construction phases to develop the project. Significant coordination with Caltrans will be required for both the auxiliary lane and truck-climbing lane projects. The third important action that the Board approved was on State Route 14, the Freeman Gulch widening project, which came to a stand-still when Caltrans was unable to offer its 40% of funding for these partnership projects with Inyo and Mono County. As a result, the Kern COG Board agreed with staff that the Freeman Gulch projects for segments 2 or 3 could not advance without the Caltrans funding partnership intact.

These projects are part of the 2020 State Transportation Improvement Program and reflected in a recent CTC document called the 2020 Report of STIP Balances County and Interregional Shares, or, the 2020 Orange Book. This publication presents current programming for regions statewide including the status of any allocation or other project activity. Attachment A of this report includes the report pages with Kern activity listed. This information will be the point of beginning for establishing the proposed regional Capital Improvement Program which will be developed over the next several months. The table below provides construction status of projects from either the 2018 STIP, the 2020 STIP, or both.

SR 14 Freeman Gulch	Segment 2 - this project is currently in the design phase but is shelved
SR 46 Widen Seg 4A	Construction was completed in 2020
SR 46 Widen Seg 4B	This project is starting the construction phase this year
SR 46 Widen Seg 4C	This project is scheduled for construction in 2022
SR 58 Centennial	Centennial Corridor – Mainline: this project is under construction
SR 58 & 99 Aux Lane	This is a Caltrans partnership project which was temporarily shelved
SR 58 Climbing Lanes	This is a Caltrans partnership project not yet introduced to the STIP

2020 STIP funding – It is important to recap that the adopted Fund Estimate established for the 2020 STIP cycle did not provide new programming for the regions in the outer two years of programming. As a result, regions were not able to advance new phases of work for projects already in progress. For Kern, the Board approved the decision to move \$30 million of existing programming from Metropolitan Bakersfield out to the

State Route 46 widening project that was in progress and in need of final funding to secure construction. This transfer of programming was at the core of the Kern 2020 RTIP cycle.

Update of Kern COG Project Delivery Policies and Procedures – In March of 2019, the Kern COG Board adopted the latest version of the Kern COG Project Delivery Policies and Procedures document which included updates to Chapters 1, 2 and 3. Chapter 3 focuses on the Regional Transportation Improvement Program process. The purpose of the update was to bring the Kern COG document to be more in alignment with recently adopted State Transportation Improvement Program Guidelines as adopted by the California Transportation Commission. At the heart of the update was the need to review and update performance measure requirements in the Kern COG policy document that not only are more consistent with the latest STIP process but more competitive for the many other discretionary transportation programs. Once completed in March 2019, the Transportation Technical Advisory Committee advised Kern COG staff that a new call for RTIP projects would not be initiated due to the lack of RTIP funding going forward. They did not feel that the required effort was commensurate with the available funding. This issue will be revisited during the 2022 RTIP cycle.

Action: Information.

Enclosures: Attachment A: 2022 RTIP Capital Improvement Program – Baseline
Attachment B: 2020 CTC Orange Book
Attachment C: Current Listings of State Highway Maintenance Project Investments
Attachment D: Schedule of Regional 2020 RTIP Workshops
Attachment E: Eastern California MOU

ATTACHMENT A

KERN COUNTY OF GOVERNMENTS - 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM - BASELINE CAPITAL IMPROVEMENT PROGRAM (\$ X 1,000)															
PROJECT DESCRIPTION	NOTES	PRIORITY	CURRENT AND PROPOSED PHASES			PROJECT TOTAL	SUMMARY OF ALL FUNDING SOURCES				KCOG RTIP CAPITAL IMPROVEMENT PROGRAM - RIP ONLY				
			2020	2021	2022		IIP	KCOG SHARE RIP	OTHER	TOTAL	PRIOR YEAR	2020 STIP CARRYOVER			2019 RTIP
												2022-23	2023-24	2024-25	
2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM - PROPOSED CAPITAL IMPROVEMENT PROGRAM															
SR 26 - INTERCHANGE CORRIDOR - INTERCHANGE IMPROVEMENT PHASE 2	1		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 30 CENTRAL CORRIDOR HOV 3P AB 3090 ALLOCATIONS	2		\$ 63,211	\$ 63,211	\$ 18,963	\$ 63,211	\$ -	\$ 63,211	\$ 44,248	\$ 18,963	\$ -	\$ -	\$ -	\$ -	\$ -
SR 46 - WIDENING SEGMENT 4B	3		\$ 40,503	\$ 40,503	\$ 6,000	\$ 40,503	\$ 6,000	\$ 34,503	\$ 6,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 46 - WIDENING SEGMENT 4C	4		\$ -	\$ -	\$ -	\$ -	\$ 37,000	\$ 10,000	\$ 700	\$ 36,300	\$ -	\$ -	\$ -	\$ -	\$ -
MOU PROJECTS															
SR 14 - FREEMAN GULCH SEG 2	5		\$ 4,900	\$ 4,900	\$ 1,960	\$ 4,900	\$ 1,960	\$ 960	\$ 1,960	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
US 380 - OLANCHA CARTAGO	6		\$ 134,872	\$ 134,872	\$ 12,956	\$ 134,872	\$ 12,956	\$ 67,467	\$ 13,006	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
APDE PROJECTS (ADVANCE PROJECT DEVELOPMENT ELEMENT)															
ADVANCE PROJECT IDENTIFIED	7		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL FOR 2022 RTIP SUBMITTAL			\$ 181,773	\$ 41,270	\$ 66,908	\$ 66,927	\$ 92,960	\$ 101,773	\$ 20,818	\$ 300	\$ 300	\$ 300	\$ 300	\$ 300	\$ -

NOTE 1: THIS INTERCHANGE IMPROVEMENT PROJECT ON STATE ROUTE 99 AT STATE ROUTE 99 WILL ADD AN AUXILIARY LANE AND REPAIR WALL TO THE SOUTHBOUND SR 99 LANE. \$10 MILLION WAS MOVED TO THE SR 46 PROJECT AS PART OF THE 2020 RTIP PROCESS. FOR THE 2022 RTIP, KERN COG MAY SEEK TO RESTORE AT LEAST \$30 M FOR A CONSTRUCTION PHASE CONTRIBUTION IN CONJUNCTION WITH A SR 99 SHOPP PROJECT IN THE SAME AREA TO CONDUCT PAVEMENT REPAIR AND REPLACEMENT.

NOTE 2: THE AB 3090 ALLOCATION PAYMENTS WERE APPROVED BY THE CTC ON OCTOBER 17, 2019. THIS PROJECT WILL CONTINUE FORWARD IN THE 2022 STIP. THIS PROJECT IS UNDER CONSTRUCTION.

NOTE 3: SR 46 WIDENING SEGMENT 4B IS NOW UNDER CONSTRUCTION. THIS PROJECT DOES NOT REQUIRE ADDITIONAL STIP FUNDING AND DOES NOT NEED TO MOVE FORWARD INTO THE 2022 RTIP.

NOTE 4: SR 46 WIDENING SEGMENT 4C WAS MADE WISBLE AS PART OF THE 2020 STIP. CONSTRUCTION IS PROGRAMMED IN 2022.03 AND REQUIRES TO ADVANCE INTO THE 2022 RTIP.

NOTE 5: SR 14 FREEMAN GULCH IS IN THE 2020 IIP AND PART OF THE MOU AGREEMENT. THIS PROJECT IS CURRENTLY SUBMITTED OR DELAYED DUE TO LACK OF CALTRANS 40% IIP PARTICIPATION.

NOTE 6: US 380 OLANCHA CARTAGO IS AN EASTERN CALIFORNIA MOU PROJECT AND WAS FULLY FUNDED IN THE 2019 RTIP CYCLE. CONSTRUCTION IS EXPECTED TO ADVANCE THIS YEAR. THIS PROJECT SHOULD BE MOVED TO ADVANCE INTO THE 2022 RTIP.

NOTE 7: APDE OPTIONS ARE OUTLINED IN EACH STIP BUDGET/REVISION UPDATE AND DEPENDENT ON OTHER YEAR CAPACITY. PROPOSED APDE ACTIVITY IS CONSIDERED AN ADVANCE OF FUTURE RIP SHARE.

2020 SUMMARY OF STIP COUNTY SHARE

Does Not Include ITIP Interregional Shares (See Separate Listing)
(\$1,000's)

Total County Share, June 30, 2019 (from 2019 Report)	106,546
Adjustment for 2017-18 and 2018-19 lapses	0
Less 2018-19 Allocations and closed projects	(13,994)
Less Projects Lapsed, July 1, 2019-June 30, 2020	0
2020 STIP Fund Estimate Formula Distribution	16,758
Total County Share, June 30, 2020	109,310

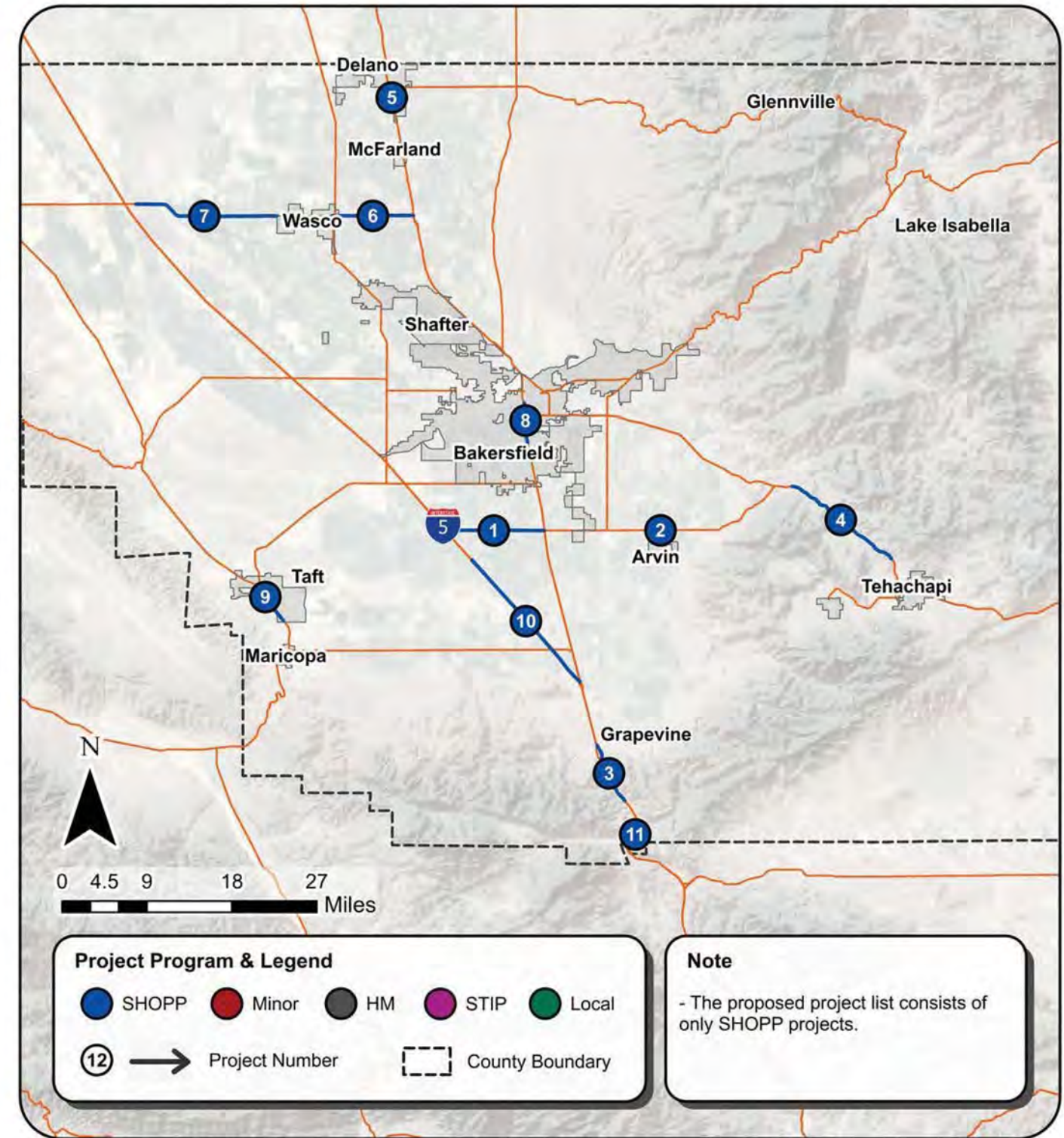
Kern																		
Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year					Project Totals by Component					
								Prior	20-21	21Q22	22-23	23-24	24-25	R/W	Const	E & P	PS&E	R/W Sup
Highway Projects:																		
Caltrans	46	3412	Wasco-Jumper Av, 4 lane, env			close	2,070	2,070	0	0	0	0	0	0	0	0	0	
Caltrans	58	3482	Tehachapi Dennison Rd interchange			close	1,636	1,636	0	0	0	0	0	0	0	648	988	
Bakersfield	loc	3705A	Rt 58-Westside Parkway Connector I/C-Ph2			delete	0	0	0	0	0	0	0	0	0	0	0	
Bakersfield	cash	3705B	AB 3090 Reimbursement (Westside Pkwy-Ph1)(18S-07)			Jun-20	18,963	0	18,963	0	0	0	0	0	0	18,963	0	
Caltrans	14	8042B	Freeman Gulch widening-Segment 2 (RIP 40%)				1,960	1,960	0	0	0	0	0	0	0	0	1,960	
Caltrans	46	3386D	Widen to 4 lanes, Pavilion-e/o Lost Hills Rd, Seg 4B				5,400	0	5,400	0	0	0	0	0	960	3,500	0	
Caltrans	395	170	Olancha-Cartago 4-lane expressway (RIP 10%)				13,793	4,498	0	9,295	0	0	0	0	2,480	8,310	937	
Bakersfield	cash	3705B	AB 3090 Reimbursement (Westside Pkwy-Ph1)(18S-07)				37,927	0	0	18,964	18,963	0	0	0	0	37,927	0	
Caltrans	46	3386E	Widen 4 Ins. Browns Material-Farnsworth_Seg 4C (SB1)				27,000	0	700	0	26,300	0	0	100	20,900	0	500	
Kern COG		6L03	Planning, programming, and monitoring				1,500	0	300	300	300	300	300	0	1,500	0	0	
Subtotal, Highway Projects							110,249	10,164	25,363	28,559	45,563	300	300	3,540	91,100	3,655	4,179	790
Total Programmed or Voted since July 1, 2019							110,249											
Balance of STIP County Share, Kern																		
							Total County Share, June 30, 2020	109,310										
							Total Now Programmed or Voted Since July 1, 2019	110,249										
							Unprogrammed Share Balance	0										
							Share Balance Advanced or Overdrawn	939										



**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
PROPOSED PROJECT LIST (YEARS 6-7)**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
PROPOSED PROJECT LIST (YEARS 6-7)								
1	1C060	6	223	1.85 / 10.5	Kern 223 Rehab / Remove and Replace HMA (Full Depth Recycle)	Proposed	\$9,877	2024/25
2	0Y150	6	223	R20.1 / 21.3	Arvin CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$5,029	2024/25
3	0W920	6	5	4.4 / 10.20	Grapevine Rehab / Pavement Rehabilitation (2R)	ENV	\$95,658	2024/25
4	37920	9	58	77.252 / 88.34	Keene Pavement / Pavement Repair CAPM/Rehab	ENV	\$165,515	2024/25
5	1A810	6	99	54.6 / 54.61	Delano Facility. Reconstruct Building	ENV	\$3,486	2025/26
6	1A760	6	46	50.80 / 57.78	East Wasco CAPM / Rehabilitate Pavement	ENV	\$20,211	2025/26
7	1A680	6	46	33.50 / 46.00	Semitropic CAPM / Overlay RHMA, Upgrade Guardrail and Dikes	ENV	\$20,994	2025/26
8	0X370	6	99	21.15 / 24.60	Bakersfield 99 Rehab II (South) / Roadway Rehabilitation (3R)	ENV	\$68,290	2025/26
9	0W830	6	33	14.40 / 17.90	South Taft Rehab / Roadway Rehabilitation (3R)	ENV	\$26,704	2025/26
10	0W930	6	5	15.9R / 30.0	KER 15 CAPM / Remove .35' HMA and Place .25' HMA and 0.10' RHMA.	ENV	\$35,406	2025/26
11	0X570	6	5	.73 / 1.08	Tejon SRRA Water & Wastewater Upgrades / Upgrade Water and Wastewater Systems	ENV	\$10,170	2025/26

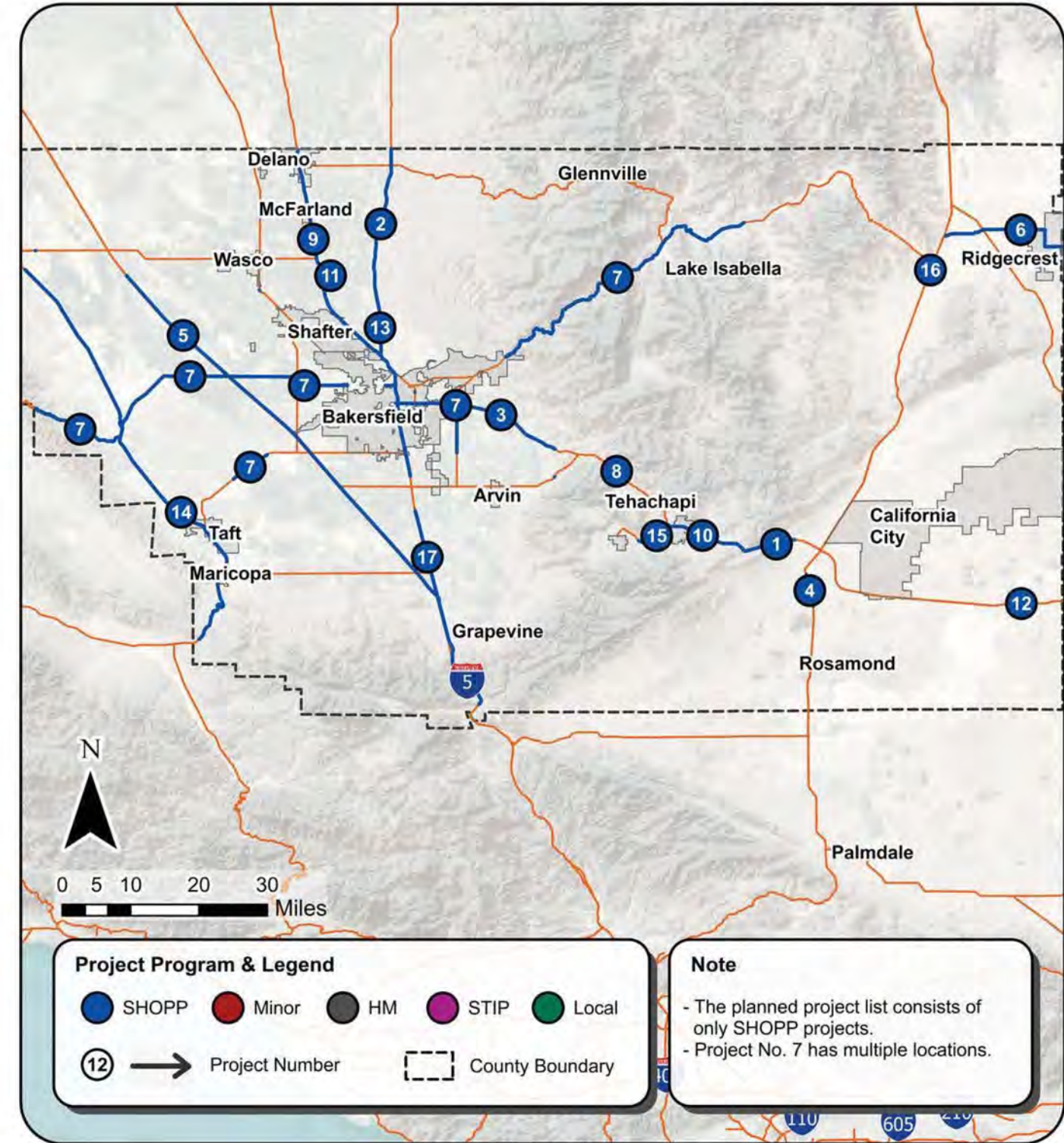




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
PLANNED PROJECT LIST (YEARS 8-10)**



No	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
PLANNED PROJECT LIST (YEARS 8-10)								
1	38310	9	58	R99.8 / R107.7	Cache Creek Pavement / Restore Pavement and Drainage	Future	\$39,623	2026/27
2	19565	6	65	6.90 / 25.16	CAPM	Future	\$16,351	2026/27
3	0X450	6	58	R64.9 / R64.91	Arvin KER-58 Wim Upgrade / Improve Weigh Facility	Future	\$3,051	2026/27
4	37520	9	14	R12.6 / 16.7	Mojave Pavement / Rehab/CAPM Pavement and Upgrade ADA	Future	\$47,558	2026/27
5	19586	6	5	52.80 / 62.6	Rehab	Future	\$76,423	2027/28
6	38330	9	178	88.6 / 104.6	Ridgecrest/Inyokern Pavement / Restore Pavement, Fix Drainage and ADA	Future	\$72,355	2027/28
7	22144	6	58	3.03 / 72.67	In Kern County at various locations. Drainage improvements	Future	\$14,196	2027/28
8	22129	9	58	81 / 81.1	In Kern county at CVEF on Route 58 eastbound	Future	\$1,260	2028/29
9	1A660	6	99	R43.9R / 49.4	CAPM	Future	\$9,522	2028/29
10	37510	9	58	R90.5 / R100.0	In Kern county at Tehachapi from Exit 148 to 0.04 miles south of Cache Creek Overflow #2 bridge.	Future	\$41,208	2028/29
11	22167	6	99	R43.6R / R43.61R	50 0011R Spot prep and paint steel members	Future	\$2,115	2028/29
12	21986	9	58	R138.75 / R139.0	In Kern County at Boron SRRA. Rehab wastewater treatment.	Future	\$2,994	2028/29
13	19581	6	65	R0.0 / 6.9	CAPM	Future	\$13,058	2028/29
14	19564	6	33	17.9 / 24.0	CAPM	Future	\$7,991	2028/29
15	20430	9	202	R5.0 / 12.093	In Kern County in and near Tehachapi from the beginning of the route to route 58.	Future	\$9,387	2028/29
16	21985	9	14	56.3 / 56.4	In Kern County at Freeman Gulch Bridge (No. 50-0014)	Future	\$2,463	2028/29
17	19556	6	99	0.00 / 10.50	CAPM SB only	Future	\$13,724	2028/29

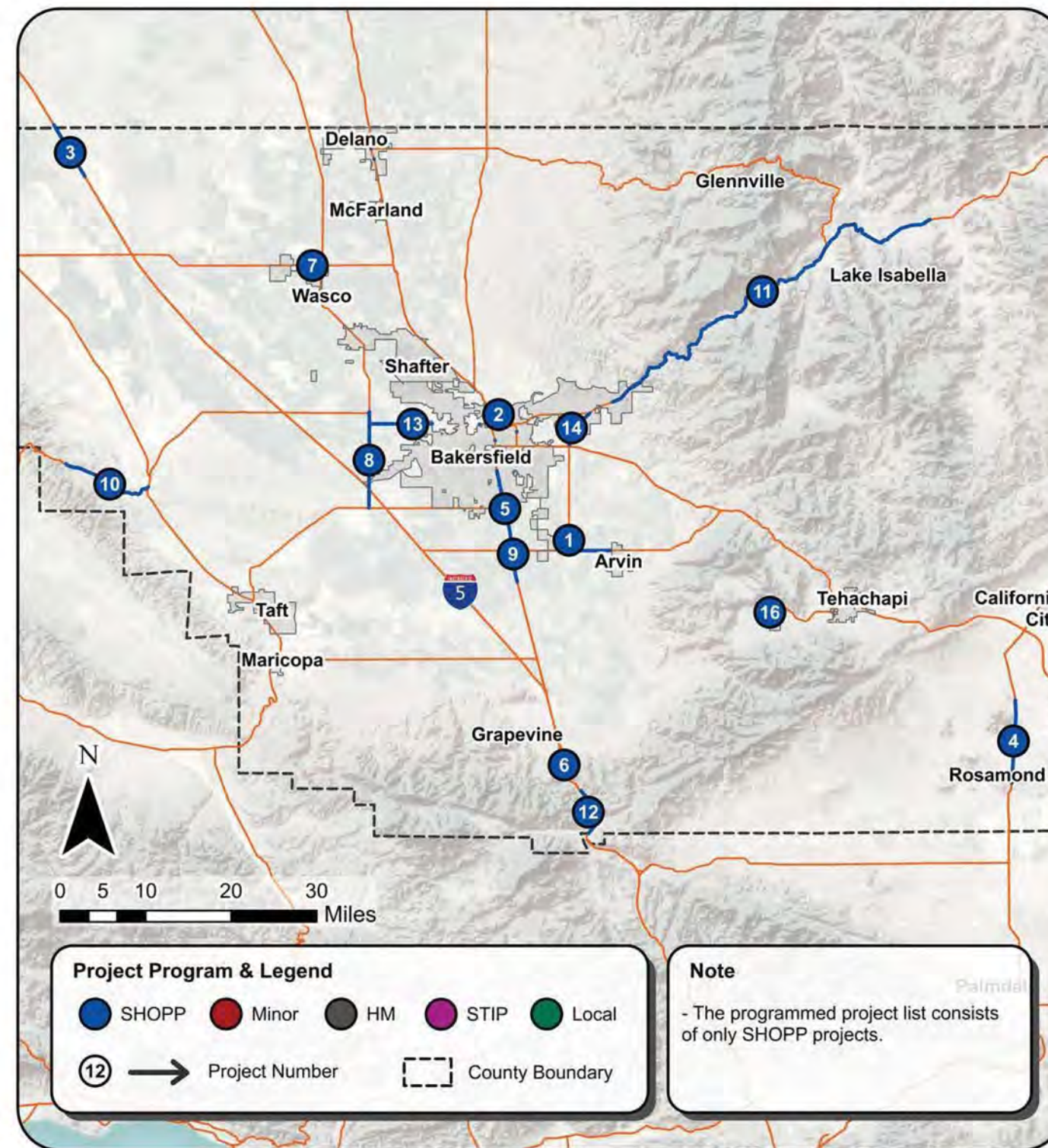




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
PROGRAMMED PROJECT LIST (YEARS 1-5) - PART I**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
PROGRAMMED PROJECT LIST (YEARS 1-5)								
1	0V280	6	184	L0.9 / L1.1	Kern 184/Sunset Roundabout / Intersection Improvements	CON	\$9,050	2019/20
2	0U490	6	204	5.1 / 6.7	Golden Empire CAPM / Pavement Preservation (CAPM)	Closeout	\$5,105	2019/20
3	0U470	6	5	82 / 87	Lost Hills Rehab / Pavement Rehabilitation (2R)	CON	\$29,330	2019/20
4	36740	9	14	R4.7 / R12.6	Rosamond-Mojave Rehab / 2R	CON	\$73,615	2019/20
5	0U240	6	99	VAR / VAR	Various locations in Kern and Kings Counties	CON	\$10,802	2019/20
6	0W160	6	5	5.97 / 9.78	Grapevine Culvert Repair / Upgrade Drainage Systems	CON	\$14,214	2019/20
7	0U480	6	46	49 / 50.9	Wasco Route 46 CAPM / Pavement Preservation (CAPM)	Closeout	\$7,610	2019/20
8	0U100	6	43	0 / 9.3	Enos Lane CAPM & ADA Curb Ramps / Pavement Preservation (CAPM)	CON	\$14,339	2019/20
9	0Q920	6	99	10.4 / 21.2	Union Ave to White Lane 2R Rehab / Pavement Rehabilitation and Improve Vertical Clearance	CON	\$66,740	2019/20
10	0X350	6	58	6.00 / 15.40	Reward CAPM / Pavement Preservation (CAPM)	DES / ROW	\$15,970	2020/21
11	0X520	6	178	VAR / VAR	Weedpatch to Lake Isabella Rumble Strips / Construct Centerline and Shoulder Rumble Strips	CON	\$6,513	2020/21
12	1A600	6	5	R0.0 / 5.0	Kern 5 Emergency Pavement Repairs / Repair Damaged Pavement	CON	\$1,638	2020/21
13	0U110	6	58	39.9 / 46	West Rosedale CAPM / Pavement Preservation (CAPM)	ENV	\$12,400	2020/21
14	0U430	6	184	8.3 / 12.13	Morning Drive 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$12,140	2020/21
15	0X770	6	43	25.2 / 25.4	Wasco SR43/46 Intersection Improvements / Intersection Improvements	ENV	\$10,100	2021/22
16	36750	9	202	0.25 / 0.25	Tehachapi Maintenance Station Relocation / Construct New Maintenance Station	DES / ROW	\$16,783	2021/22

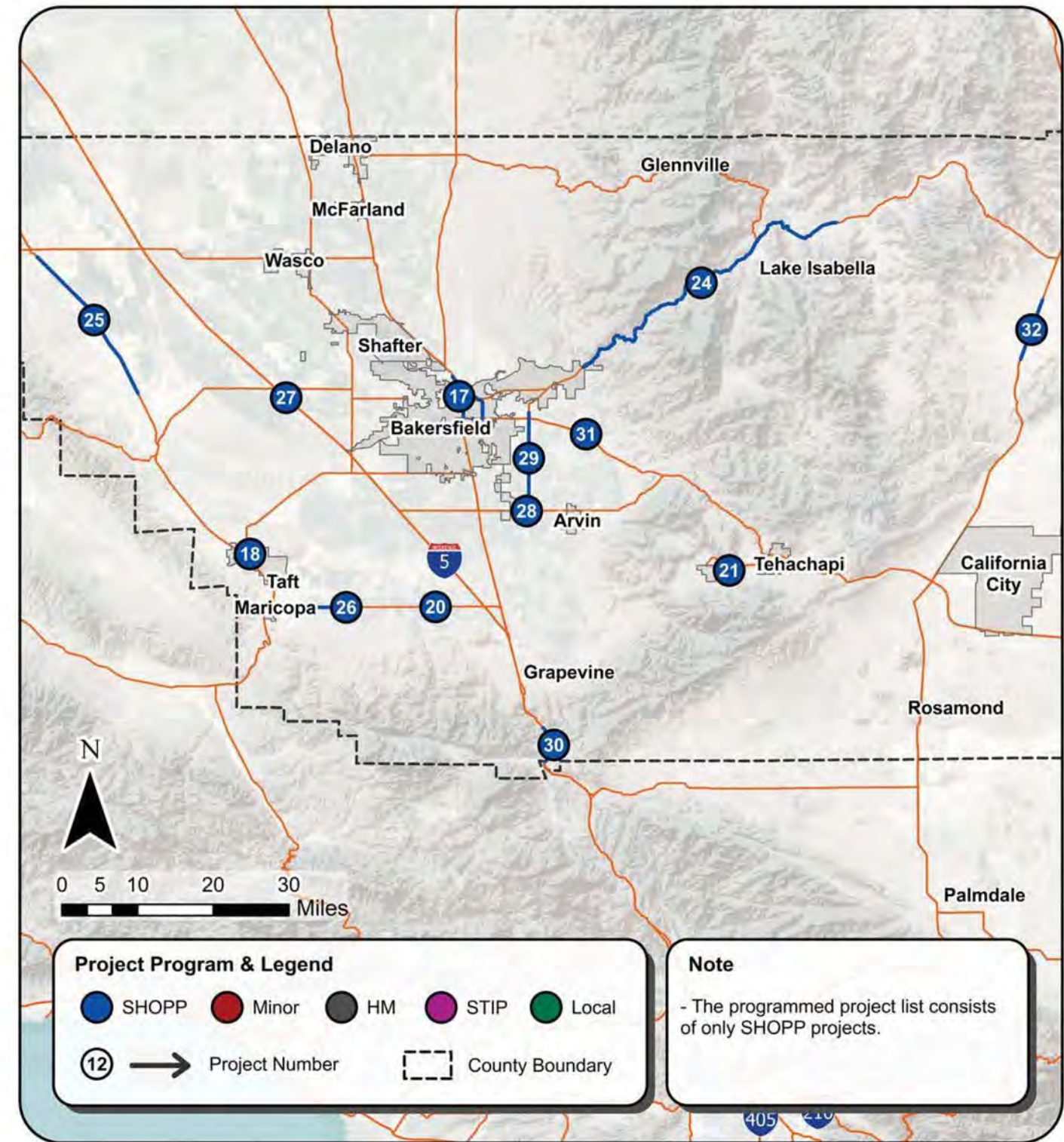




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
PROGRAMMED PROJECT LIST (YEARS 1-5) - PART II**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
PROGRAMMED PROJECT LIST (YEARS 1-5)								
17	0Q281	6	99	23.6 / R28.4	Bakersfield 99 Rehab Replacement Planting / Replacement Planting	ENV	\$10,340	2021/22
18	0X760	6	119	0.14 / 0.54	Taft Left Turn Channelization / Left-Turn Channelization	ENV	\$5,221	2021/22
19	0T000	6	58	R53.2 / R55.6	KER 58 ADA / Upgrade Curb Ramps	DES / ROW	\$4,620	2021/22
20	0S050	6	166	17.3 / 17.7	Calif Aqueduct Bridge Rehab / Bridge Rehabilitation/Seismic Retrofit	ENV	\$44,045	2021/22
21	36720	9	202	r4.89 / R4.89	Cummings Valley Rd Int / Construct Left Turn Lane	DES / ROW	\$5,044	2021/22
22	0W150	6	204	0.00 / 6.752	SR 204 within City of Bakersfield and TUL SR 65 in Exeter at various locations	DES	\$10,728	2021/22
23	0W990	6	204	2.805 / 2.805	Union Avenue High Intensity Activated Crosswalk / Install Hybrid Pedestrian Beacon (Hawk)	DES / ROW	\$4,275	2021/22
24	0X080	6	178	8.0 / 50.0	Kern Canyon Culvert Rehab / Repair and Replace Culverts	DES / ROW	\$13,000	2021/22
25	0Y130	6	33	40.40 / 59.00	Blackwell's Corner CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$22,570	2022/23
26	0X380	6	166	0.00 / 9.00	Maricopa Highway CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$14,540	2022/23
27	1A690	6	5	47.55 / 52.15	Buttonwillow Median Barrier / Construct Median Barrier	ENV	\$5,720	2022/23
28	0R190	6	223	15.7 / 16.3	Arvin SR 223/184 Roundabout / Intersection Improvement	DES / ROW	\$3,700	2022/23
29	0U290	6	184	0.8 / 8.3	Weedpatch Hwy 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$33,055	2022/23
30	0X330	6	5	0.0 / 4.40	Fort Tejon 2R Rehab / Pavement Rehabilitation (2R)	ENV	\$31,350	2022/23
31	0X160	6	58	64.40 / 67.30	Edison 2R Rehab / Pavement Rehabilitation (2R)	ENV	\$14,270	2022/23
32	37890	9	14	46.2 / 52.8	Freeman 3 CAPM / Pavement Repair (CAPM)	ENV	\$8,707	2022/23

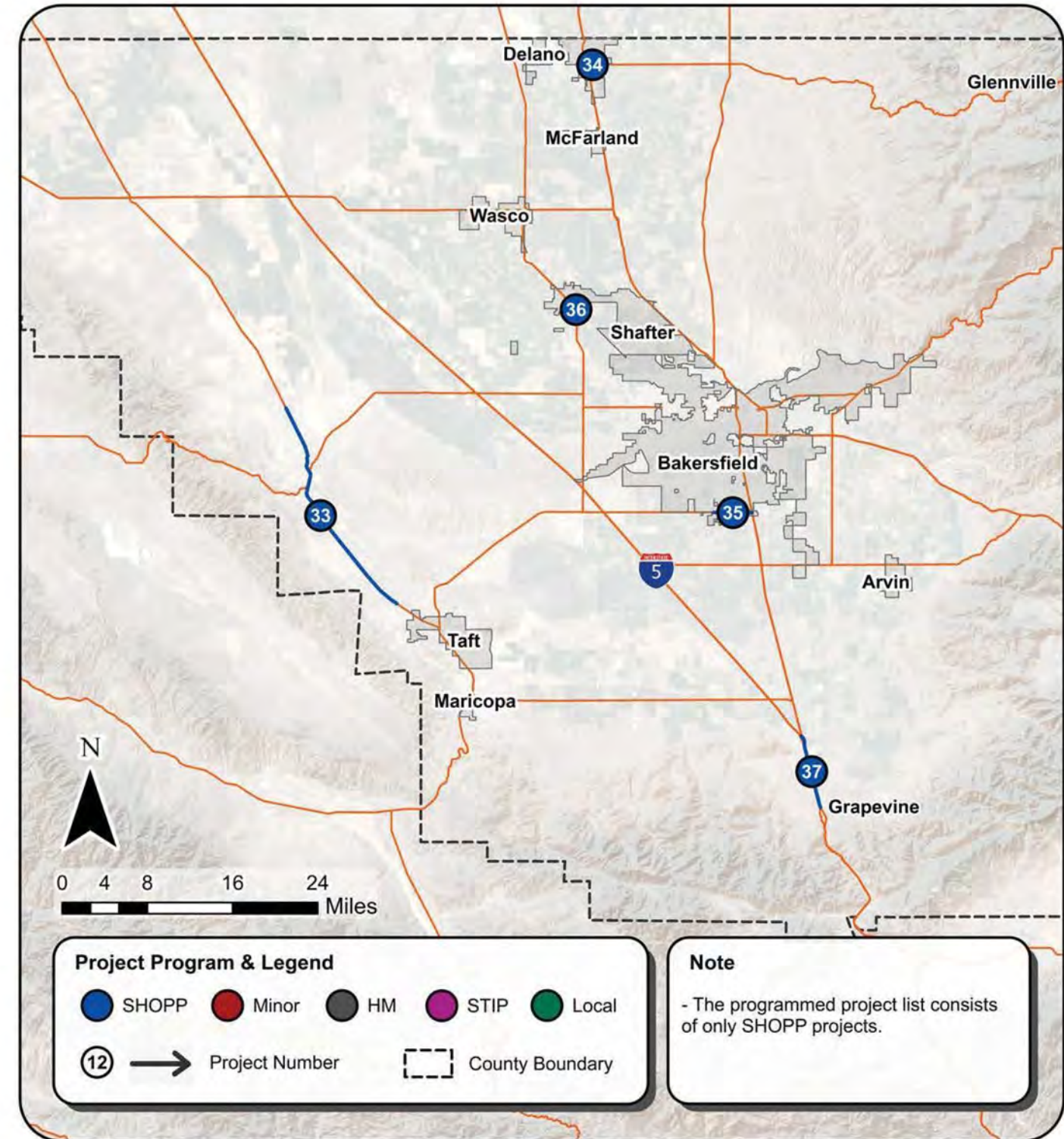




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
PROGRAMMED PROJECT LIST (YEARS 1-5) - PART III**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
PROGRAMMED PROJECT LIST (YEARS 1-5)								
33	0X240	6	33	21.8 / 39.8	KER 33 Culvert Rehab / Repair & Replace Culverts.	ENV	\$11,430	2023/24
34	0W810	6	155	0.00 / 1.50	Delano SR-155 Rehab (3R) / Roadway Rehabilitation (3R)	ENV	\$16,740	2023/24
35	0V610	6	119	28.3 / 31.28	Pumpkin Center 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$57,300	2023/24
36	1A470	6	43	15.8 / 15.8	Santa Fe Roundabout / Construct Roundabout	ENV	\$13,617	2023/24
37	0U500	6	5	10.20 / 15.90	Wheeler Ridge CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$22,350	2023/24

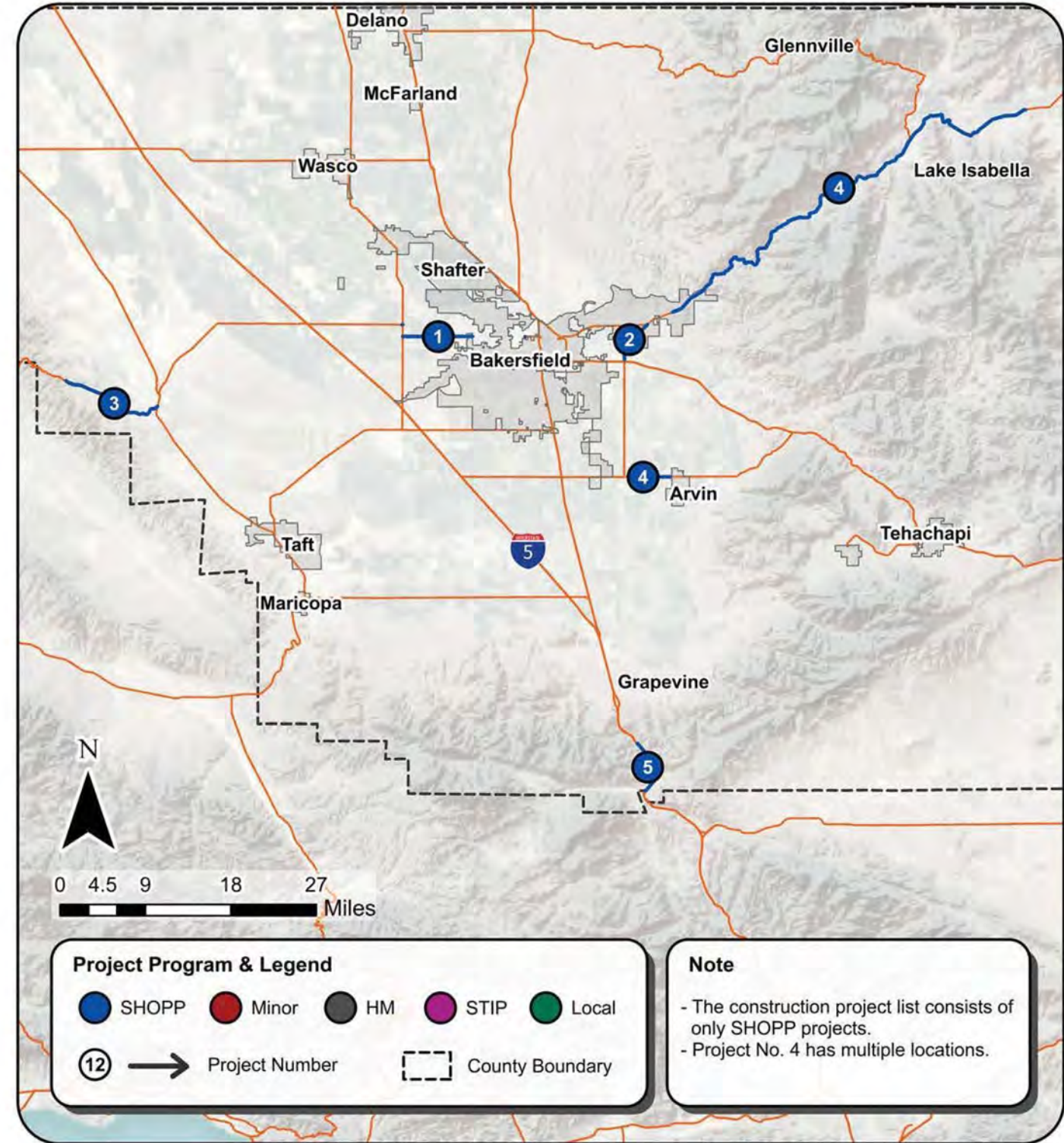




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
CONSTRUCTION READY PROJECT LIST**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
CONSTRUCTION READY PROJECT LIST (READY TO LIST ACHIEVED)								
1	0U110	6	58	39.9 / 46	West Rosedale CAPM / Pavement Preservation (CAPM)	CON	\$12,400	2020/21
2	0U430	6	184	8.3 / 12.13	Morning Drive 3R Rehab / Roadway Rehabilitation (3R)	DES	\$12,140	2020/21
3	0X350	6	58	6.00 / 15.40	Reward CAPM / Pavement Preservation (CAPM)	DES	\$15,970	2020/21
4	0X520	6	178	VAR / VAR	Weedpatch to Lake Isabella Rumble Strips / Construct Centerline and Shoulder Rumble Strips	CON	\$6,513	2020/21
5	1A600	6	5	R0.0 / 5.0	Kern 5 Emergency Pavement Repairs / Repair Damaged Pavement	CON	\$1,638	2020/21

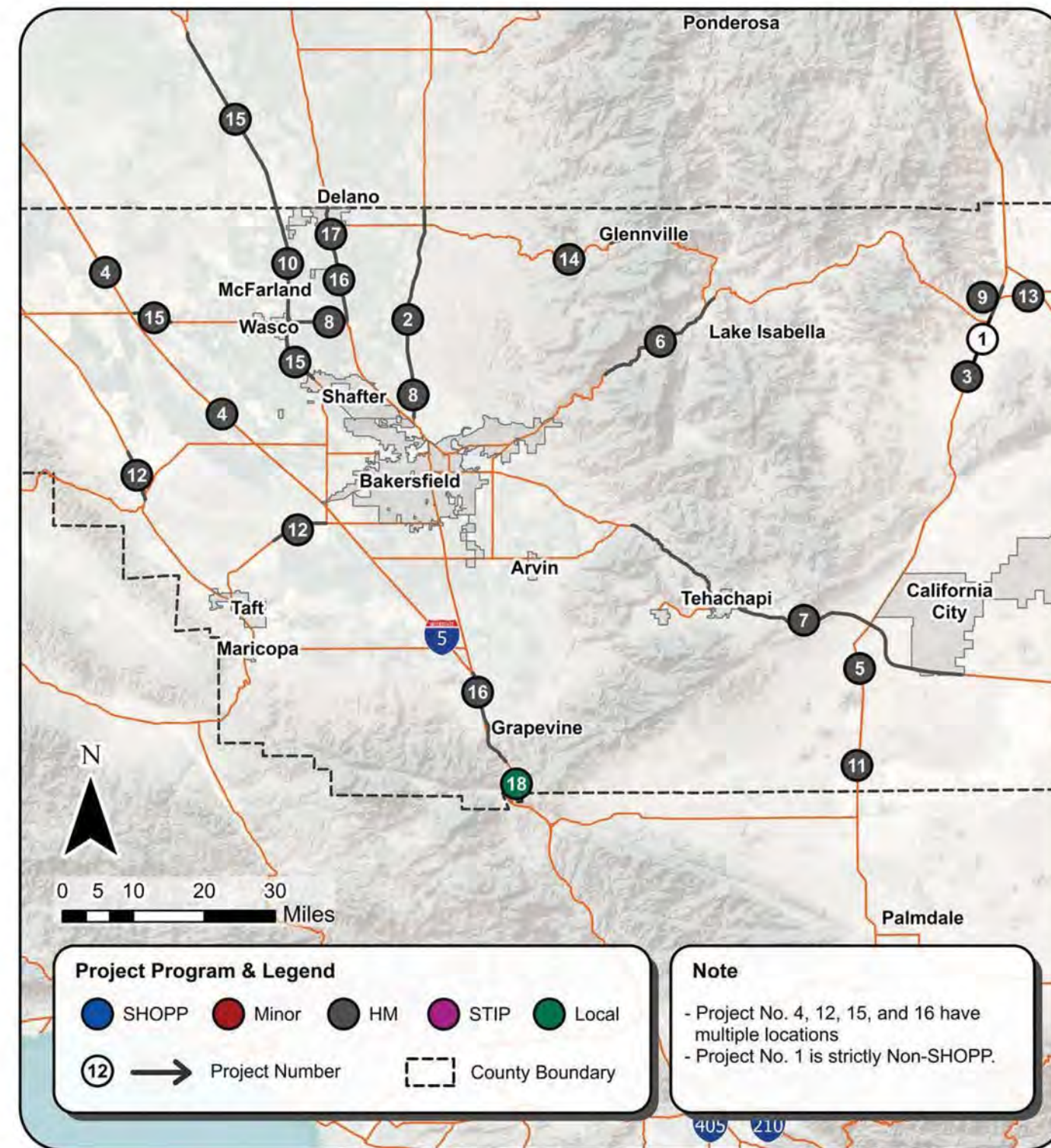




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
NON-SHOPP PROGRAM PROJECT LIST - PART I**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
NON-SHOPP PROJECT LIST								
1	45712	6	14	53/58.3	Freeman Gulch Widening-Segment 2 / Convert Existing 2-Lane to 4-Lane Expressway	DES / ROW	\$85,530	2022/23
2	1B080	6	65	1.0 / 25.169	Striping / 6 inch Stripe	CON	\$2,570	2020/21
3	38570	9	14	52.8 / 58.3	Pavement Preservation / AR Chip Seal - SB1	CON	\$916	2020/21
4	1A930	6	5	77.0 / 82.6	Rigid Roadbeds / PCC Slab Replacement	CON	\$1,075	2020/21
5	38590	9	14	R12.3 / R15.3	Pavement Preservation / Digouts	CON	\$1,761	2020/21
6	0Y110	6	178	24.6 / R44.191	Pavement Preservation / PME Medium Chip Seal	CON	\$2,525	2020/21
7	38580	9	58	77.252 / R125.3	Pavement Preservation / Digouts	CON	\$1,100	2020/21
8	1A950	6	46	51.2 / 57.785	Pavement Preservation / Remove and Replace RHMA Type G	CON	\$4,300	2020/21
9	38800	9	14	58.3 / 62.2	Slopes/Vegetation / Slope Repair	CON	\$40	2020/21
10	1A890	6	43	25.2 / 38.807	Pavement Preservation / RHMA Type G with Digouts	CON	\$5,425	2020/21
11	38660	9	14	R3.0 / R3.0	Landscaping / Irrigation Repair	CON	\$32	2020/21
12	1B000	6	33	34.2 / 40.0	Pavement Preservation / PME Medium Chip Seal	CON	\$2,425	2020/21
13	38130	9	178	91.88 / 91.88	Maintenance Facilities / Pave portion of yard	CON	\$215	2020/21
14	1B020	6	155	35.5 / 37.5	Pavement Preservation / 0.15 HMA Type a w/ Digouts	CON	\$2,650	2020/21
15	1A990	6	43	17.3 / R24.0	Pavement Preservation / PME Med Chip Seal	CON	\$3,400	2020/21
16	1A900	6	5	4.4 / R15.8R	Rigid Roadbeds / PCC Slab Replacement	CON	\$2,950	2020/21
17	1C002	6	99	54.5 / 54.5	Maintenance Facilities / Slurry Seal Delano MF	CON	\$224	2020/21
18	0Y550	6	5	0.8/2	Lebec Mountain Village Roundabout / Construct Roundabout at Ramp Intersections	ENV	\$402	2023/24

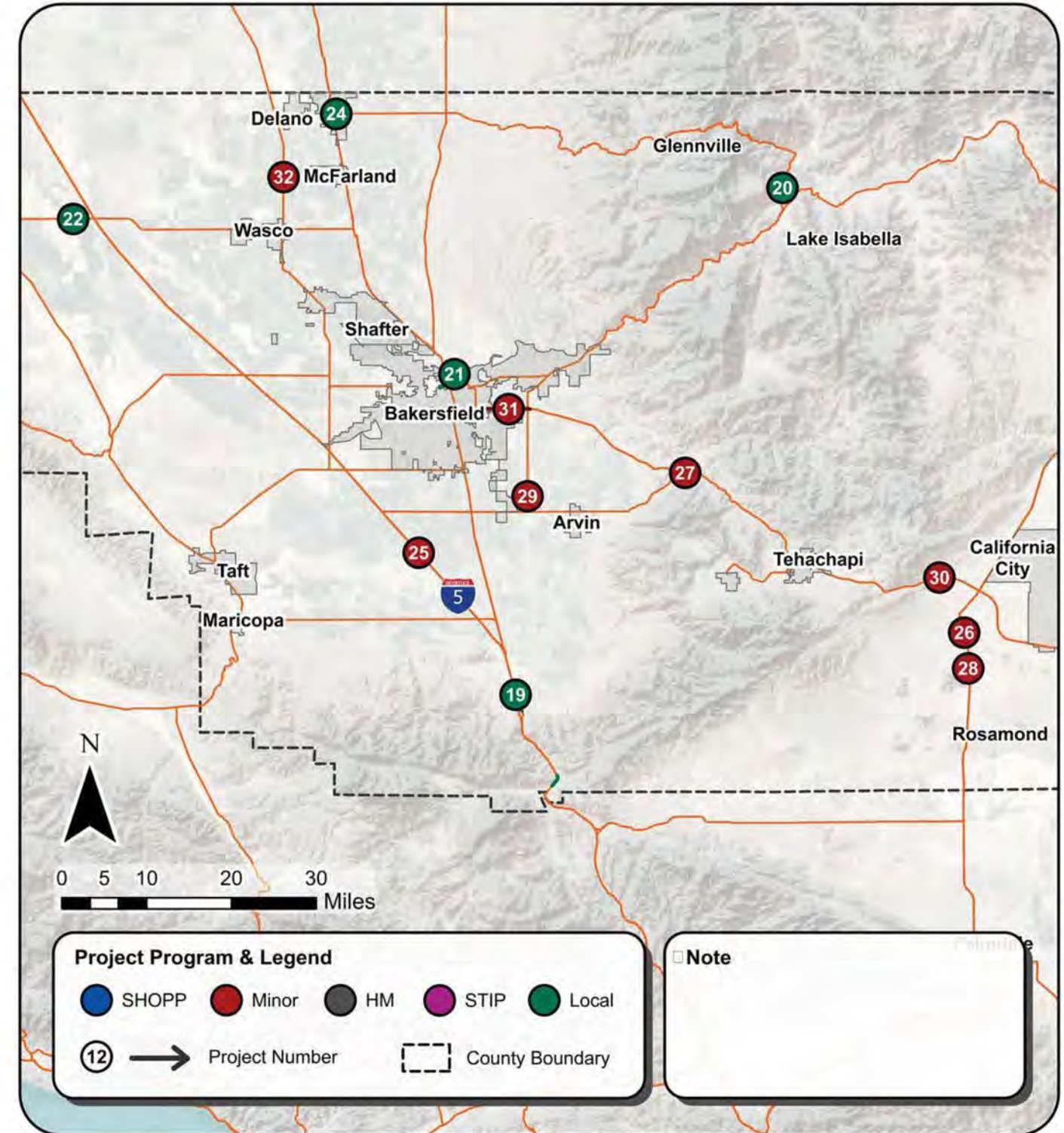




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
NON-SHOPP PROGRAM PROJECT LIST - PART II**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
NON-SHOPP PROJECT LIST								
19	0R100	6	5	9.5/12	Grapevine Interchange / Relocate Interchange	ENV	\$1,200	2025/26
20	0V770	6	155	68.2/R68.6	Usace Lake Isabella Oversight Projects / Realign Roadway	CON	\$419	Future
21	48450	6	204	5.9/6.8	Hageman Flyover / Extension and Connection to RTE 204	DES / ROW	\$5,658	2021/22
22	1A220	6	46	30.5/30.5	Lost Hills Pedestrian OC / Construct Pedestrian Overcrossing	DES	\$1,300	2020/21
23	48451	6	99	27.3/27.3	Hageman Flyover - Pedestrian Overcrossing / Pedestrian Overcrossing	DES	\$0	2021/22
24	1A500	6	155	0.47/0.47	SR-155/Lexington Intersection Improvement / Intersection Improvement	ENV	\$498	2021/22
25	0T030	6	5	28.17 / 28.17	Mobility - TMS / In Kern, Kings and Fresno Counties, on Route 5 at various locations. Install Vehicle Detection Systems (VDS).	CON	\$3,762	2020/21
26	37710	9	14	R15.5 / R15.5	Mojave Special Crews Building Remodel / Remodel Maintenance Station	CON	\$2,273	2020/21
27	1A330	6	58	76.1 / 76.6	KER 58 Eastern Kern Lane Replacement / Remove and Replace #2 Lane	ENV	\$1,900	2021/22
28	37730	9	14	L16.6 / L16.6	Mojave HMS Phase III / Construct Phase Three of Maintenance Station	CON	\$2,273	2020/21
29	0V290	6	184	1.5 / 1.5	Safety Improvements / In Kern County, in Lamont at Hall Road. Modify traffic signal.	DES	\$327	2021/22
30	38180	9	58	R107.0 / R107.0	Ca 58 CMS Maintenance Pull Out / Construct Pull Out	CON	\$382	2020/21
31	0Y940	6	58	R55.47 / R59.67	Pavement / In Kern County, in Bakersfield on Route 58 at various ramps/locations. Remove and replace pavement.	DES	\$400	2021/22
32	0N590	6	43	30.4 / 30.4	Safety - Collision Reduction / In Kern County, at Sherwood Avenue. Extend culvert.	DES	\$250	2021/22

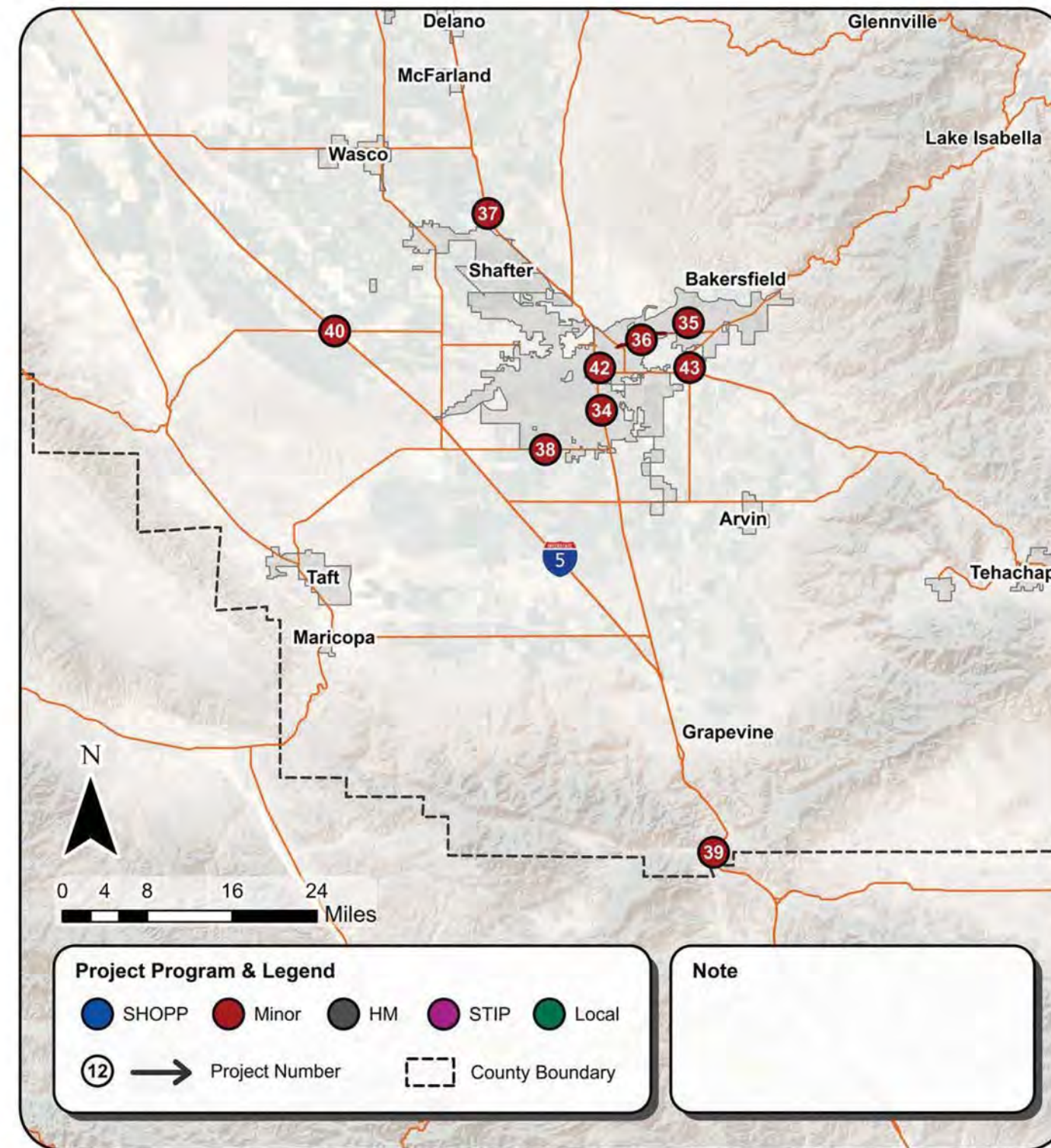




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
NON-SHOPP PROGRAM PROJECT LIST - PART III**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
NON-SHOPP PROJECT LIST								
33	0S790	6	178	R4.5 / R4.5	Pavement / In Kern County, in Bakersfield at the Mount Vernon Avenue westbound onramp. Remove and replace pavement.	DES	\$384	2021/22
34	1A150	6	99	20.6 / 20.6	Major Damage - Protective Betterments / In Kern County, in Bakersfield at Pacheco Road. Upgrade fence.	DES	\$163	2021/22
35	1A130	6	178	R4.6 / R5.2	Major Damage - Protective Betterments / In Kern County, in the city of Bakersfield at various locations. Construct fence.	DES	\$195	2021/22
36	0Y950	6	178	R1.89 / R5.78	Pavement / In Kern County, in Bakersfield on Route 178 at various ramps/locations. Remove and replace pavement.	DES	\$415	2021/22
37	0V130	6	99	R39.1 / R39.1	Pavement / In Kern County, near Bakersfield on Route 99 at Merced Avenue offramp. Remove asphalt pavement and replace with concrete pavement.	DES	\$600	2021/22
38	0X920	6	119	26.1 / 26.4	Safety Improvements / In Kern County, at Old River Road. Install safety lighting.	DES	\$205	2021/22
39	1B160	6	5	R0.0 / R0.0	Mobility - Operational Improvements / In Fresno, Kern, Kings, Madera and Tulare counties on various routes at various locations. Repair and replace detection loops	DES	\$325	2021/22
40	1C240	6	58	31.44 / 31.75	Pavement / In Kern County from 0.01 miles west of Route 5 SB offramp to Tracy Avenue (East). Remove and replace pavement and loops.	CON	\$385	2020/21
41	1A420	6	178	R4.6 / R4.6	Major Damage - Protective Betterments /	CON	\$134	2020/21
42	0X540	6	178	R2.26 / R2.26	Safety Improvements / In Kings County, at Pickerell Avenue. Install flashing beacon.	DES	\$205	2020/21
43	1A860	6	184	8.35 / 8.35	Pavement / In Kern County, near Bakersfield at Edison Road. Remove and replace pavement.	DES	\$410	2020/21

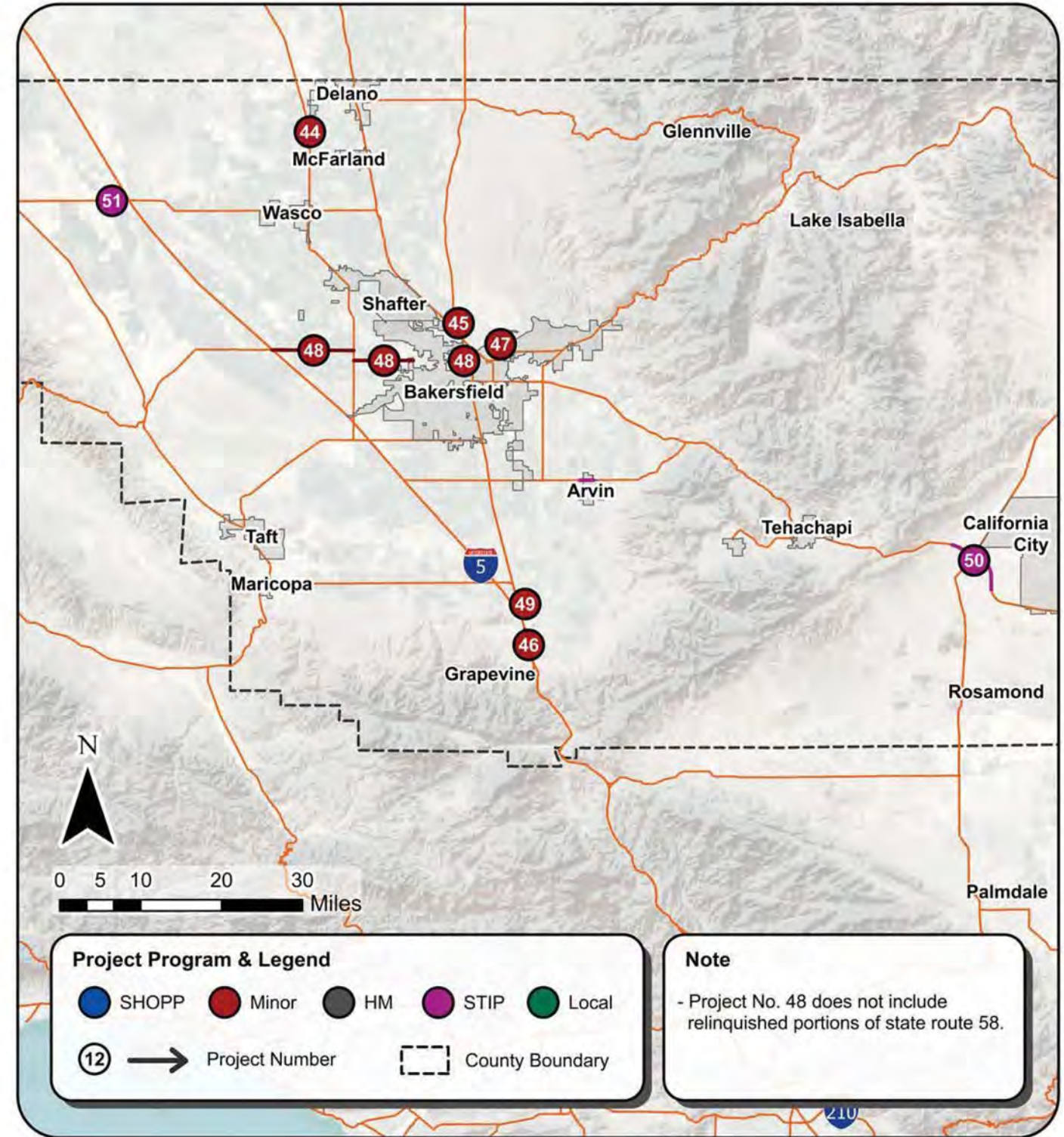




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
NON-SHOPP PROGRAM PROJECT LIST - PART IV**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
NON-SHOPP PROJECT LIST								
44	0Y340	6	43	33.2 / 33.5	Safety Improvements / In Kern County, at Pond Road. Install flashing beacon.	DES	\$173	2020/21
45	1A550	6	99	26.7 / 26.7	Bridge - Health / In Kern County, on Route 99 at the Calloway Canal Bridge and on Route 119 at the Weed Creek and Broad Creek Bridges. Repair bridges.	DES	\$555	2021/22
46	1C030	6	5	11.7 / 12.39	Mobility - WIM Scales & CVEFs / In Kern County from the Grapevine Commercial Vehicle Enforcement Facility to 2.6 miles south of the Route 99 junction. Replace weigh station message sign.	DES	\$500	2021/22
47	0Y780	6	99	26.502 / 26.502	Facilities / In Bakersfield, at the old California Highway Patrol (CHP) facility at 4040 Buck Owens Boulevard. Acquire facility to maintain Transportation Management Center (TMC) functions.	DES	\$106	2021/22
48	1B150	6	58	31.6 / 51.8	Kern Freeway Signs / Upgrade and Install Freeway Signs	CON	\$460	2020/21
49	1C330	6	5	13.54 / 13.8	Pavement / In Kern County at the NB off ramp to Wheeler Ridge. Remove and Replace HMA	DES	\$325	2021/22
50	44255	6	46	29.7/31.9	Route 46 Conv/Exwy Segment 4B / 2-Lane Conventional Highway to 4-Lane Expressway Segment 4B	CON	\$40,503	2020/21
51	24340	6	58	173.3/189.9	Mojave Bypass Closeout / Bypass	Closeout	\$87,010	Future

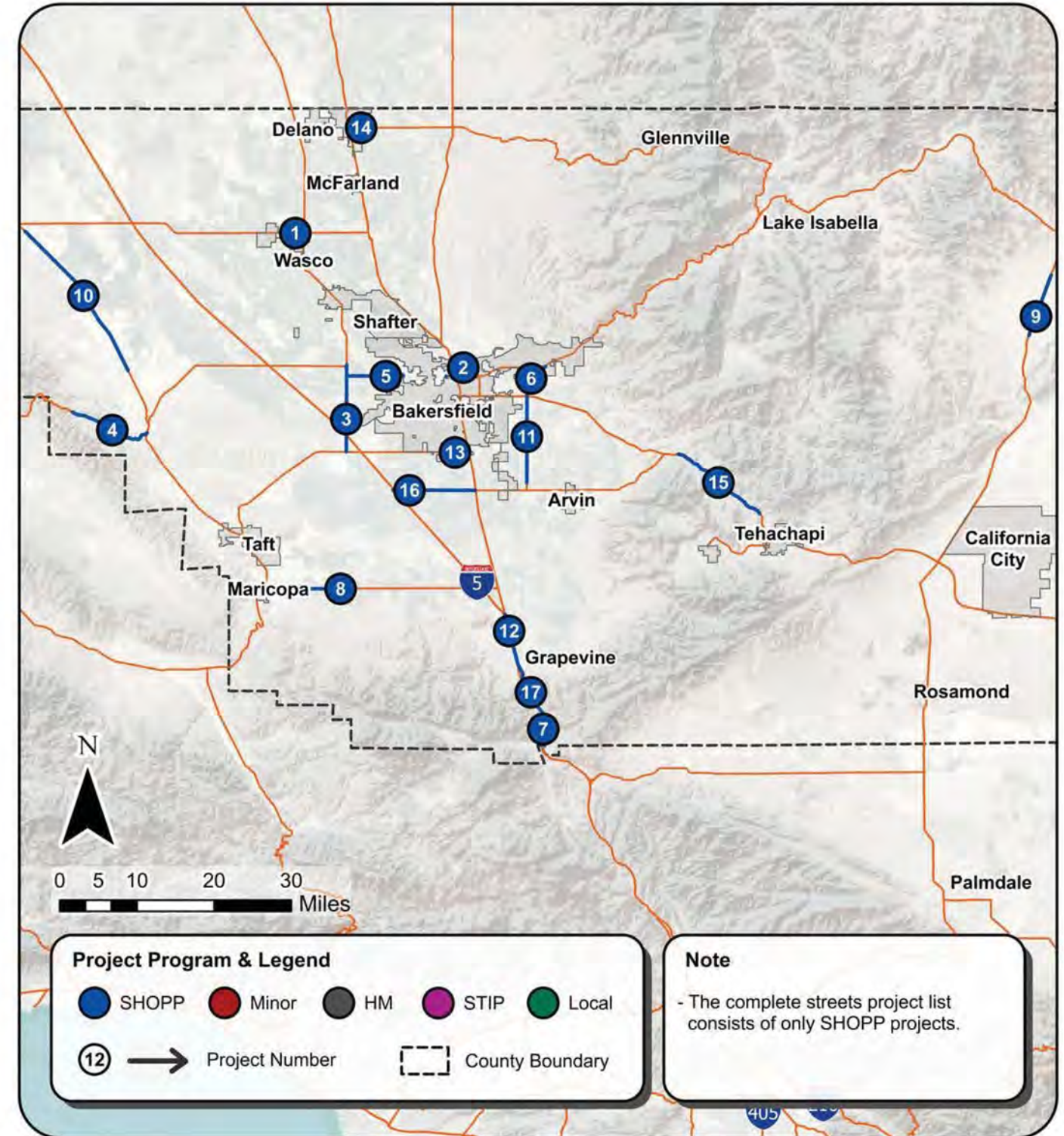




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
COMPLETE STREETS PROJECT LIST - PART I**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
COMPLETE STREETS PROJECT LIST								
1	0U480	6	46	49 / 50.9	Wasco Route 46 CAPM / Pavement Preservation (CAPM)	Closeout	\$7,610	2019/20
2	0U490	6	204	5.1 / 6.7	Golden Empire CAPM / Pavement Preservation (CAPM)	Closeout	\$5,105	2019/20
3	0U100	6	43	0 / 9.3	Enos Lane CAPM & ADA Curb Ramps / Pavement Preservation (CAPM)	CON	\$14,339	2019/20
4	0X350	6	58	6.00 / 15.40	Reward CAPM / Pavement Preservation (CAPM)	DES / ROW	\$15,970	2020/21
5	0U110	6	58	39.9 / 46	West Rosedale CAPM / Pavement Preservation (CAPM)	Closeout	\$12,400	2020/21
6	0U430	6	184	8.3 / 12.13	Morning Drive 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$12,140	2020/21
7	0X330	6	5	0.0 / 4.40	Fort Tejon 2R Rehab / Pavement Rehabilitation (2R)	ENV	\$31,350	2022/23
8	0X380	6	166	0.00 / 9.00	Maricopa Highway CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$14,540	2022/23
9	37890	9	14	46.2 / 52.8	Freeman 3 CAPM / Pavement Repair (CAPM)	ENV	\$8,707	2022/23
10	0Y130	6	33	40.40 / 59.00	Blackwell's Corner CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$22,570	2022/23
11	0U290	6	184	0.8 / 8.3	Weedpatch Hwy 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$33,055	2022/23
12	0U500	6	5	10.20 / 15.90	Wheeler Ridge CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$22,350	2023/24
13	0V610	6	119	28.3 / 31.28	Pumpkin Center 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$57,300	2023/24
14	0W810	6	155	0.00 / 1.50	Delano SR-155 Rehab (3R) / Roadway Rehabilitation (3R)	ENV	\$16,740	2023/24
15	37920	9	58	77.252 / 88.34	Keene Pavement / Pavement Repair CAPM/Rehab	ENV	\$165,515	2024/25
16	1C060	6	223	1.85 / 10.5	Kern 223 Rehab / Remove and Replace HMA (Full Depth Recycle)	ENV	\$9,877	2024/25
17	0W920	6	5	4.4 / 10.20	Grapevine Rehab / Pavement Rehabilitation (2R)	ENV	\$95,658	2024/25

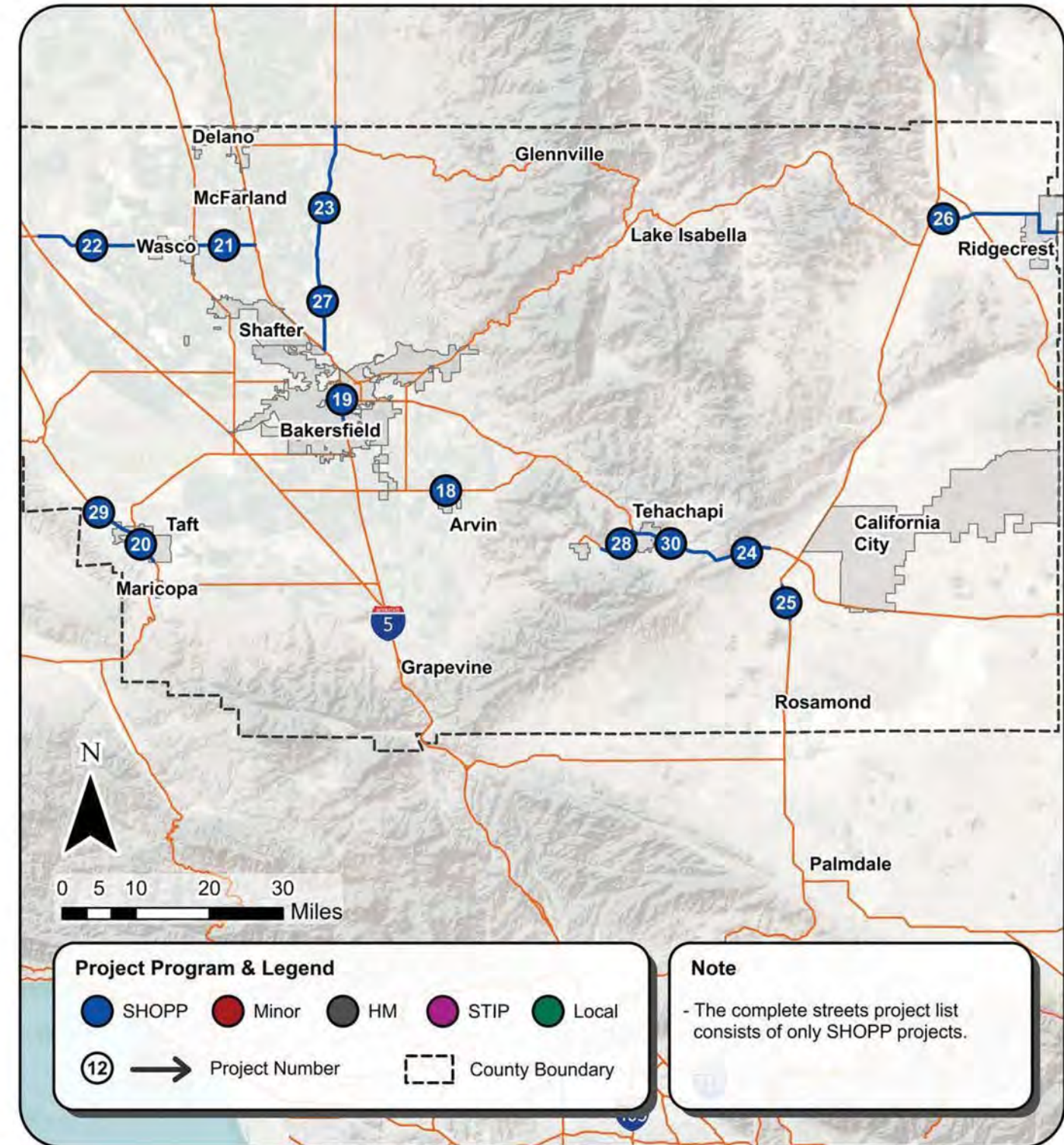




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
COMPLETE STREETS PROJECT LIST - PART II**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
COMPLETE STREETS PROJECT LIST								
18	0Y150	6	223	R20.1 / 21.3	Arvin CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$5,029	2024/25
19	0X370	6	99	21.15 / 24.60	Bakersfield 99 Rehab II (South) / Roadway Rehabilitation (3R)	ENV	\$68,290	2025/26
20	0W830	6	33	14.40 / 17.90	South Taft Rehab / Roadway Rehabilitation (3R)	ENV	\$26,704	2025/26
21	1A760	6	46	50.80 / 57.78	East Wasco CAPM / Rehabilitate Pavement	ENV	\$20,211	2025/26
22	1A680	6	46	33.50 / 46.00	Semitropic CAPM / Overlay RHMA, Upgrade Guardrail and Dikes	ENV	\$20,994	2025/26
23	19565	6	65	6.90 / 25.16	CAPM	Future	\$16,351	2026/27
24	38310	9	58	R99.8 / R107.7	Cache Creek Pavement / Restore Pavement and Drainage	ENV	\$39,623	2026/27
25	37520	9	14	R12.6 / 16.7	Mojave Pavement / Rehab/CAPM Pavement and Upgrade ADA	ENV	\$47,558	2026/27
26	38330	9	178	88.6 / 104.6	Ridgecrest/Inyokern Pavement / Restore Pavement, Fix Drainage and ADA	ENV	\$72,355	2027/28
27	19581	6	65	R0.0 / 6.9	CAPM	Future	\$13,058	2028/29
28	20430	9	202	R5.0 / 12.093	In Kern County in and near Tehachapi from the begining of the route to route 58	Future	\$9,387	2028/29
29	19564	6	33	17.9 / 24.0	CAPM	Future	\$7,991	2028/29
30	37510	9	58	R90.5 / R100.0	In Kern county at Tehachapi from Exit 148 to 0.04 miles south of Cache Creek Overflow #2 bridge.	Future	\$41,208	2028/29





February 5, 2021

TO: Regional Project Delivery Partners

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

Joseph Stramaglia,
Project Delivery Team Lead

SUBJECT: **SAVE THE DATE - 2022 RTIP KCOG WORKSHOPS**

Please make a note of the dates and time listed below for the Kern COG 2022 RTIP Workshops. Reminder e-mail messages, workshop flyers, and agenda packages will be sent out as each date approaches. Dates will be included in updated TTAC and Board agenda reports.

- Wednesday **May 19, 2021** – 10:00 AM to 11:00 AM – teleconference
- Wednesday **July 21, 2021** – 10:00 AM to 11:00 AM – teleconference
- Wednesday **September 22, 2021** – 10:00 AM to 11:00 AM – teleconference

Topics for presentations and discussions will include but are not limited to the following items:

May Workshop

- STIP 101, latest guidelines and KCOG policy
- Current funding needs of projects in the STIP and those that were delayed
- Status of partnership projects in Eastern Kern MOU with Inyo, Mono & Caltrans
- Discussion on need for future call for projects

July Workshop

- Update on funding needs of projects in the STIP and those that were delayed
- Eastern Kern MOU response from Caltrans on 40% participation
- Advancing newer projects of interest and partnership
- Options for administrative draft 2022 RTIP Capital Improvement Program

September Workshop

- Review and discuss proposed administrative draft 2022 RTIP Capital Improvement Program

**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.

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.

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] DEC 15 2014
Ahron Hakimi, Executive Director Date

[Signature] 9-18-15
Phillip W. Hall, Deputy County Counsel Date

Inyo County Local Transportation Commission

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

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

Mono County Local Transportation Commission

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

[Signature] 11/13/14
Marshall Rudolph, County Counsel 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.06)

[Signature] 12-15-2014
Sharrl 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- 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.

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 Dewitt 1-7-99
Jeff Dewitt Date
Executive Director

Mono County Local Transportation Commission

Joann Ronci 1-7-99
Joann Ronci Date
Chairman

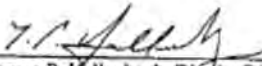
Marshall Rudolph 1/7/99
Marshall Rudolph Date
County Counsel

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

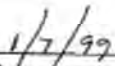
Attachment A

CALTRANS ACKNOWLEDGMENT:

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



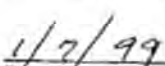
Thomas P. Hallenbeck, District Director
Caltrans, District 09



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:

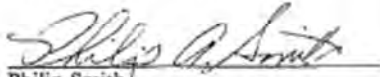
40% by the County RIP in which the PROJECT is located
 40% by the State IIP
 10% each by the two remaining County's RIPs


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:

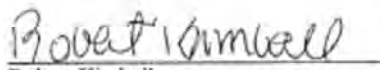

Philip Smith
Chairperson

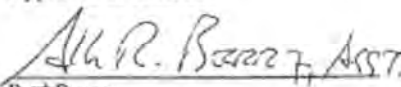

Kirk Perkins
Deputy County Counsel


Ronald E. Brummett
Executive Director

Inyo County Local Transportation Commission

Approved as to form:

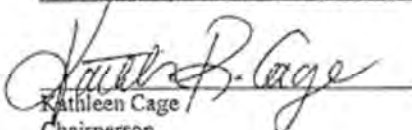

Robert Kimball
Chairman



Pat Bruce
County Counsel


Jeff Vanvett
Executive Director

Mono County Local Transportation Commission

Approved as to form:

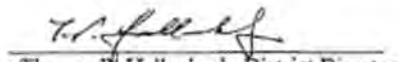

Kathleen Cage
Chairperson

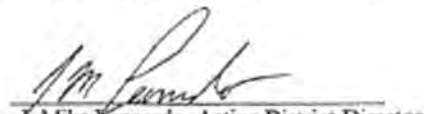

Marshall Rudolph
County Counsel


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	\$8,851	\$27,403	\$8,851	\$88,508	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	\$16,350	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	7/7	\$541	\$135	\$135	\$541	\$1,352	Completed
Design	7/8	\$56	\$15	\$15	\$56	\$147	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					\$268	Completed
Construction	11/12					\$20,200	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	\$125	\$510	\$125	\$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.

CURRENT BASELINE 60/40 UPDATE PAGE 1 OF 3

DRAFT Regional Improvement Program 60/40 Formula Apportionment
(Programming After 2018 RTIP)

Project Description	Balance	Non - 60/40	Metro	%	Non-Metro	%
1998 RTIP Augmentation	\$6,177,000		\$3,706,200	60%	\$2,470,800	40%
Cecil Ave; Albany St-Browning Rd	\$5,646,000				\$531,000	
7th Standard; Rte 99-Santa Fe Exp.	\$5,070,000				\$576,000	
Wheeler Ridge Rd;Le Gray Rd-Rte 223	\$3,970,000				\$1,100,000	
Rte 14; old Rte 58-Phillips Rd	\$3,550,000				\$420,000	
Rte 46; SLO Co. line-Keck's Corner * ^a	\$3,185,000				\$365,000	
Rte 46; Wasco Rte 43 N.-Jumper Ave	\$2,185,000				\$1,000,000	
Rte 58; in Tehachapi at Dennison Rd	\$1,685,000				\$500,000	
Rte 119; in Taft, Cherry-Tupman	\$868,000				\$817,000	
Rte 184; Rte 223-Panama Lane	\$254,000				\$614,000	
Rte 395; Inyo Co.-Olancho/Carthago	\$139,000				\$115,000	
1998 Balance	\$139,000 ^b		\$0	0%	\$6,038,000	98%
2000 RTIP Committed Programming*^c	\$7,426,000		\$4,455,600	60%	\$2,970,400	40%
Rte 14; old Rte 58-Phillips Rd	\$2,000,000				\$5,426,000	
Rte 46; SLO Co. line-Keck's Corner * ^a	\$1,000,000				\$1,000,000	
Rte 46; Keck's Road to I-5 * ^a	\$0				\$1,000,000	
2000 Balance			\$0	0%	\$7,426,000	100%
2002 RTIP Committed Programming*^c	\$37,008,000		\$8,766,000	60%	\$5,844,000	40%
STIP PPM	\$36,510,000	\$498,000				
Westside Parkway* ^d	\$14,610,000	\$21,900,000				
Rte 14; near Rte 178	\$13,086,000				\$1,524,000	
Rte 46; Keck's Road to I-5* ^a	\$8,631,000				\$4,455,000	
Rte 46; Rte43 N.-Jumper Ave	\$8,221,000				\$410,000	
Rte 58; in Tehachapi at Dennison Rd	\$7,186,000				\$1,035,000	
Rte 09; White Lane Soundwall	\$6,436,000		\$750,000			
Rte 119; in Taft, Cherry-Tupman	\$5,436,000				\$1,000,000	
Rte 184; Weedpatch Hwy	\$4,096,000				\$1,340,000	
Rte 395; China Lake Blvd to Rte178	\$3,296,000				\$800,000	
Rte 395; Mono Co.- Highpoint Curve	\$3,165,000				\$131,000	
Rte 395; I-15 to Rte 58	\$1,165,000				\$2,000,000	
West Ridgecrest Blvd	\$165,000				\$1,000,000	
7th Standard Road (East) - Wings Way	\$0		\$165,000			
2002 Balance			\$915,000	6%	\$13,695,000	94%
2004 RTIP Committed Programming*^c	\$72,132,000		\$24,643,800	60%	\$16,429,200	40%
STIP PPM	\$71,773,000	\$359,000				
Westside Parkway* ^d	\$41,073,000	\$30,700,000				
Rte 14; old Rte 58-Phillips Rd	\$22,960,000				\$18,113,000	
Rte 46; SLO Co. line-Keck's Corner * ^a	\$22,160,000				\$800,000	
Rte 46; Rte43 N.-Jumper Ave	\$21,500,000				\$660,000	
Rte 119; in Taft, Cherry-Tupman	\$21,000,000				\$500,000	
Rte 178; at Fairfax Rd	\$6,000,000		\$15,000,000			
7th Standard Road Interchange	\$3,500,000		\$2,500,000			
7th Standard Road (East) - Wings Way	\$1,000,000		\$2,500,000			
7th Standard Road (West) - Shafter	\$0				\$1,000,000	
2004 Balance			\$20,000,000	49%	\$21,073,000	51%

CURRENT BASELINE 60/40 UPDATE PAGE 2 OF 3

DRAFT Regional Improvement Program 60/40 Formula Apportionment
(Programming After 2018 RTIP)

Project Description	Balance	Non- 60/40	Metro	%	Non-Metro	%
2006 RTIP - Respreading Budget*^c	\$13,014,000		\$7,733,400	60%	\$5,155,600	40%
STIP PPM	\$12,889,000	\$125,000				
Rte 58; in Tehachapi at Dennison Rd	\$11,720,000				\$1,169,000	
Rte 395; China Lake Blvd to Rte178	\$11,280,000				\$440,000	
Rte 395; Inyo Co.-Indep. Mitigation	\$11,200,000				\$80,000	
7th Standard Road (West) - Shafter	\$0				\$11,200,000	
2006 Balance			\$0	0%	\$12,889,000	100%
2006 RTIP Augmentation	\$20,592,000		\$1,843,200	60%	\$1,228,800	40%
STIP PPM	\$19,772,000	\$820,000				
Westside Parkway* ^d	\$3,072,000	\$16,700,000				
Rte 46; Keck's Road to Rte 33* ^d	\$2,622,000				\$450,000	
Rte 395; Inyo Co.-Independence	\$687,000				\$1,935,000	
Rte 395; Inyo Co.-Olancha/Cartago	\$0				\$687,000	
2006 Augmentation Balance			\$0	0%	\$3,072,000	100%
2008 RTIP Committed Programming	\$164,761,000		\$61,756,800	60%	\$41,171,200	40%
STIP PPM	\$161,598,000	\$3,163,000				
Westside Parkway* ^d	\$28,398,000	\$58,670,000	\$74,530,000			
Rte 46; SLO Co. line-Keck's Corner * ^d	\$27,098,000				\$1,300,000	
Rte 46; Keck's Road to Rte 33* ^d	\$0				\$27,098,000	
2008 Balance			\$74,530,000	72%	\$28,398,000	28%
2010 RTIP Committed Programming	\$54,477,000		\$31,620,000	60%	\$21,080,000	40%
STIP PPM	\$52,700,000	\$1,777,000				
Westside Parkway	\$2,700,000		\$50,000,000			
SR 99: South	\$0		\$2,700,000			
2010 Balance			\$52,700,000	100%	\$0	0%
2012 RTIP Committed Programming	\$16,318,000		\$9,232,800	60%	\$6,155,200	40%
STIP PPM	\$15,388,000	\$930,000				
Rte 14; near Rte 178	\$9,868,000				\$5,520,000	
Rte 395; Inyo Co. Olancha/Cartago	\$7,700,000				\$2,168,000	
West Ridgecrest Blvd	\$1,500,000				\$6,200,000	
Challenger Drive Ext.	\$0				\$1,500,000	
2012 Balance			\$0	0%	\$15,388,000	100%
2014 RTIP Committed Programming	\$5,803,000		\$3,123,000	60%	\$2,082,000	40%
STIP PPM	\$5,205,000	\$598,000				
Rte 119; Truck Climbing Lane	\$0				\$5,205,000	
2014 Balance			\$0	0%	\$5,205,000	100%
2016 RTIP Respreading Budget*^c	\$38,398,000		\$22,560,600	60%	\$15,040,400	40%
STIP PPM	\$37,601,000	\$797,000				
Rte 46; Lost Hill Rd to E of I-5; 4A* ^d	\$33,501,000				\$4,100,000	
Rte 58; Westside Parkway Connector	\$500,000		\$33,001,000			
Rte 395; Inyo Co. Olancha/Cartago Arch.	\$0				\$500,000	
2016 Balance			\$33,001,000	87%	\$4,600,000	12%

CURRENT BASELINE 60/40 UPDATE PAGE 3 OF 3

DRAFT Regional Improvement Program 60/40 Formula Apportionment
(Programming After 2018 RTIP)

Project Description	Balance	Non- 60/40	Metro	%	Non-Metro	%
2018 RTIP Committed Programming	\$38,820,000		\$22,842,000	60%	\$15,228,000	40%
STIP PPM	\$38,070,000	\$750,000				
Rte 14 Freeman Gulch-Segment 2	\$36,110,000				\$1,960,000	
Rte 46; Brown Mat.-e/o Lost Hills Rd; 4B** ^d	\$33,710,000				\$2,400,000	
Rte 58; WS Pkwy Conn Mainline Ph1	\$3,500,000		\$30,210,000			
Rte 132 Expressway, Phase 1	\$0				\$3,500,000	
2018 Balance			\$30,210,000	79%	\$7,860,000	21%
2020 RTIP Cycle	\$40,645,000		\$23,937,000	60%	\$15,958,000	40%
STIP PPM	\$39,895,000	\$750,000				
Rte 46; CA Aque. Br-e/o Lost Hills Rd; 4B** ^d	\$36,295,000				\$3,600,000	
Rte 46; Brown Mat.-CA Aqueduct; 4C	\$9,295,000				\$27,000,000	
Rte 395; Inyo Co. Olancha/Cartago	\$0				\$9,295,000	
2020 Balance			\$0	0%	\$39,895,000	100%
End Balance**			\$211,356,000	56%	\$165,539,000	44%
			<u>\$226,137,000</u>	<u>60%</u>	<u>\$150,758,000</u>	<u>40%</u>
			-\$14,781,000		\$14,781,000	

Notes:

*^a As per \$45 million total commitment.

*^b Carryover included in the next RTIP fund estimate because no project was ready to utilize for any phase of development.

*^c The 2006 RTIP and 2016 RTIP do not offer any new programming dollars instead existing unallocated programming from previous RTIP cycles has been respread.

*^d \$145 million of 1998 RTIP funds were dedicated to the former Kern River Freeway in the Metro area at the beginning of SB45 and before the 60/40 policy adoption. The "End Balance" is calculated without the \$145 million.

*^e "End Balance" analysis consists of the sum of committed programming. Kern COG staff was careful not to double count any commitments. Please bring any corrections to the attention of Kern COG staff.



IX. TTAC

March 31, 2021

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi
Executive Director

By: Robert M. Snoddy
Regional Planner

SUBJECT: TTAC AGENDA ITEM: IX.
THE FEDERAL FISCAL YEAR 2021 FTA SECTION 5311 CALL FOR
PROJECTS

DESCRIPTION:

Rural agencies providing public transportation services are eligible to apply for FY 2021 funding from the Federal Transportation Administration (FTA) through the Section 5311 program. Nine local agencies are eligible to apply.

DISCUSSION:

Caltrans notified Kern COG staff that the FY 2021 FTA Section 5311 Regional apportionment will be **\$1,642,208**. Kern COG staff has prepared an FY 2021 5311 Program of Projects (POP) to identify specific agency apportionments. Eligible agencies must provide Kern COG staff its local match for the FY 2021 funds **no later than Friday, April 2, 2021**.

Caltrans also notified Kern COG staff that a second pot of money is available to the Kern region through the FTA Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) of 2021 and the Kern regional apportionment is **\$4,341,588**. The CRRSAA Program of Projects does not require a local match. The CRRSAA fund supports the transit industry during the Covid-19 public health emergency. This includes operating expenses to maintain transit services as well as paying for administrative leave for transit personnel due to reduces operations during an emergency. If your agency has furloughed any staff, you are only eligible for operating assistance projects.

FTA has required Caltrans to manage the 5311 Grant program in California. Kern COG staff has notified eligible recipients for 5311 funds of their agency's apportionment

schedule via E-mail on March 23, 2021. 5311 eligible recipients **are encouraged to contact Kern COG staff with their local match amount for this program at their earliest convenience but no later than Friday, April 2, 2021.**

5311 grant applications and supporting documents are due to Caltrans no later than Friday, April 30, 2021, (via the BlackCat electronic award program). Please call Bob Snoddy, Regional Planner at 661-635-2916 or e-mail Bob at bsnoddy@kerncog.org for additional information.

ACTION:

Staff recommends the members of the Transportation Technical Advisory Committee recommend that the Transportation Planning Policy Committee adopt by resolution FY 2021 FTA Section 5311 Program of Projects and the CRRSAA Program of Projects

Attachments: FY 2021 FTA 5310 Program of Projects, CRRSAA Program of Projects, and supporting documents



Program of Projects (POP)

FY2021

Due: April 30, 2021 at 2pm PST

Agency Name:	
<input checked="" type="checkbox"/> 5311	<input type="checkbox"/> CMAQ

Regional Contact Info:

Regional Contact Name:	Bob Snoddy	Phone Number:	661-635-2916
Contact Title:	Regional Planner	Date:	04/30/2021

General Information:

County or Region:	Kern	Caltrans District:	69		
Original Submission Date:	04/16/2021	Revision Number:		Revision Submission Date:	

Section A: Available Funding

Apportionment for this Cycle (Federal Share):	\$ 1,642,208
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Section B: Programming

Operating Assistance Total:	\$ 1,642,208
Capital Total:	
Total Programmed (Operating + Capital):	\$ 1,642,208

Flexible Funds (if applying for CMAQ, STP or Federalized STIP):

Flex Funds Total:	
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*Request for transfer will be applied for directly through the District - Local Assistance, District Engineer, and Headquarters' Division of Local Assistance. Division of Rail & Mass Transportation will receive a conformation once the transfer is completed.



Statewide Transportation Improvement Program (STIP)

All federal funds to be used for transit projects must be included in a federally approved STIP. A Transportation Planning Agency (TPA) must ensure that Section 5311 projects are included in the Department of Transportation's (Department) Statewide Transportation Federal Improvement Program (FSTIP), which is jointly approved by the Federal Highway Administration (FHWA) and FTA.

A copy of the federally approved STIP Page must be attached for all projects to be programmed through the Section 5311 program. The project description and associated dollar amounts must be consistent with the federally approved STIP information.

- **Metropolitan Planning Organizations (MPOs)** are responsible for programming projects within their jurisdiction.
- Rural Transit & Intercity Bus staff will submit **Non-MPO / Rural Transportation** organizations projects directly to the Department's Division of Financial Programming for inclusion into the FSTIP.

For further guidance see the Department's [Division of Financial Programming website](#).



PART 1: Operating Assistance - Regional Apportionment

Metropolitan Planning Organizations (MPOs) are responsible for sub-allocating projects within their jurisdiction:

Subrecipient	Project Description	Federal Share	Local Share (Excluding Toll Credit)	Toll Credit Amount (if any)	Net Project Cost	Program of Projects Document Year	Programmed Date or Amendment Number
Arvin	Operations	\$ 76,034				2021	July 2021
California City	Operations	\$ 51,237				2021	July 2021
McFarland	Operations	\$ 53,536				2021	July 2021
Ridgecrest	Operations	\$ 101,817				2021	July 2021
Shafter	Operations	\$ 67,823				2021	July 2021
Taft	Operations	\$ 34,159				2021	July 2021
Tehachapi	Operations	\$ 44,175				2021	July 2021
Wasco	Operations	\$ 96,890				2021	July 2021
Kern Transit	Operations	\$ 1,116,537				2021	July 2021
Operating Assistance Funds Total:		\$ 1,642,208	\$ 0	\$ 0	\$ 0		



PART 2: Capital (Vehicles, Construction, Preventive Maintenance and Planning) - Regional Apportionment

Metropolitan Planning Organizations (MPOs) are responsible for sub-allocating projects within their jurisdiction:

Subrecipient	Project Description	Federal Share	Local Share (Excluding Toll Credit)	Toll Credit Amount (if any)	Net Project Cost	Program of Projects Document Year	Programmed Date or Amendment Number
Capital Assistance Funds Total:		\$ 0	\$ 0	\$ 0	\$ 0		



PART 3: FLEX FUNDS (i.e. CMAQ, STP, or Federalized STIP*) if applicable

*Federalized STIP projects must complete the CTC allocation process.

Subrecipient	Project Description	Federal Share	Local Share (Excluding Toll Credit)	Toll Credit Amount (if any)	Net Project Cost	Program of Projects Document Year	Programmed Date or Amendment Number
FLEX Funds Total:		\$ 0	\$ 0	\$ 0	\$ 0		



Instructions:

PART 1 – Operating Assistance

- Do not list previously approved projects (i.e. projects listed in a prior grant).
- Funding split: 44.67% Local Share and 55.33% Federal Share.
- Third Party Contract Requirement – all third-party contracts must contain federal clauses required under [FTA Circular 4220.1F](#) and approved by the State prior to bid release.
- Net project cost does not include ineligible cost (i.e. farebox, other revenues, etc.).

PART 2 – Capital (Vehicles, Construction, Preventive Maintenance and Planning)

- **PRE-AWARD AUTHORITY IS STRICTLY FORBIDDEN FOR ALL CAPITAL PURCHASES** Receiving an executed Standard Agreement (DOT-213A) is NOT procurement authorization.
- All vehicles procured with Section 5311 program funds must be ADA accessible regardless of service type (fixed route or demand-response service). Capital projects must contain a full description of project: A PRELIMINARY ENVIRONMENTAL SURVEY (PES) is required for Capital projects other than vehicle procurement. (i.e. facility or shelter - include specifics, planning studies, preventative maintenance). **The PES does not satisfy the requirements for environmental review and approval.** When the agency prepares the documentation for a categorical exclusion, the Environmental Justice Analysis must be included.
- Funding split: 11.47% Local Share and 88.53% Federal Share.
- Procurement Contract Requirement – all documents used for procuring capital projects must contain federal clauses required under [FTA Circular 4220.1F](#) and approved by DRMT prior to bid release.

PART 3 - FLEXIBLE FUNDS (i.e. CMAQ, STP, or Federalized STIP*) if applicable:

- Request for transfer will be applied for directly through the District - Local Assistance District Engineer, and Headquarters' Division of Local Assistance. Division of Rail & Mass Transportation (DRMT) will receive a confirmation once the transfer is completed.
- Funding split: 11.47% Local Share and 88.53% Federal Share. CMAQ may be funded up to 100% at the discretion of the Regional Planning Agency/MPO.



Program of Projects (POP)

Coronavirus Response and Relief Supplemental Appropriation Act of 2021

Due: April 30, 2021 at 2pm PST

Agency Name:

Regional Contact Info:

Regional Contact Name:		Phone Number:	
Contact Title:		Date:	

General Information:

County or Region:		Caltrans District:			
Original Submission Date:		Revision Number:		Revision Submission Date:	

Section A: Available Funding

Apportionment for this Cycle (Federal Share):	
---	--

Section B: Programming

Operating Assistance Total:	
Capital Total:	
Total Programmed (Operating + Capital):	



PART 1: Operating Assistance - Regional Apportionment

Metropolitan Planning Organizations (MPOs) are responsible for sub-allocating projects within their jurisdiction:

Subrecipient	Project Description	Federal Share	Local Share (Excluding Toll Credit)	Toll Credit Amount (if any)	Net Project Cost	Program of Projects Document Year	Programmed Date or Amendment Number
Operating Assistance Funds Total:							



PART 2: Capital (Vehicles, Construction, Preventive Maintenance and Planning) - Regional Apportionment

Metropolitan Planning Organizations (MPOs) are responsible for sub-allocating projects within their jurisdiction:

Subrecipient	Project Description	Federal Share	Local Share (Excluding Toll Credit)	Toll Credit Amount (if any)	Net Project Cost	Program of Projects Document Year	Programmed Date or Amendment Number
Capital Assistance Funds Total:							



Instructions:

PART 0 – CARES and CRRSAA

- The supplemental funding will be provided at **100-percent federal share, with no local match required**. Funding will support expenses eligible under the relevant program, although the Act directs recipients to prioritize payroll and operational needs.
- The CRRSAA funds do not expire.
- Pre-award authority for all Operating projects starting on **January 20, 2020**
- Funds will not need to be programmed **UNLESS** your agency applies for a Capital project beyond the COVID-19 Response
- Final approval to be determined by the Division of Rail and Mass Transit

PART 1 – Operating Assistance

- Do not list previously approved projects (i.e. projects listed in a prior grant).
- Third Party Contract Requirement – all third-party contracts must contain federal clauses required under [FTA Circular 4220.1F](#) and approved by the State prior to bid release.
- Net project cost does not include ineligible cost (i.e. farebox, other revenues, etc.).

PART 2 – Capital (Vehicles, Construction, Preventive Maintenance and Planning)

- **PRE-AWARD AUTHORITY IS STRICTLY FORBIDDEN FOR ALL CAPITAL PURCHASES** Receiving an executed Standard Agreement (DOT-213A) is **NOT** procurement authorization.
- All vehicles procured with Section 5311 program funds must be ADA accessible regardless of service type (fixed route or demand-response service). Capital projects must contain a full description of project: A PRELIMINARY ENVIRONMENTAL SURVEY (PES) is required for Capital projects other than vehicle procurement.(i.e. facility or shelter - include specifics, planning studies, preventative maintenance). **The PES does not satisfy the requirements for environmental review and approval.** When the agency prepares the documentation for a categorical exclusion, the Environmental Justice Analysis must be included.
- Procurement Contract Requirement – all documents used for procuring capital projects must contain federal clauses required under [FTA Circular 4220.1F](#) and approved by DRMT prior to bid release.

DEPARTMENT OF TRANSPORTATION

DIVISION OF RAIL & MASS TRANSPORTATION

P.O. BOX 942874, MS-74

SACRAMENTO, CA 94274-0001

PHONE (916) 653-0243

FAX (916) 654-9366

TTY 711

www.dot.ca.gov

*Making Conservation
a California Way of Life.*

March 22, 2021

Dear MPO's and RTPA's:

The Division of Rail and Mass Transportation (DRMT) is pleased to announce the Call for Projects for the following grant programs:

- FFY 2021 FTA 5311 Formula
- FFY 2021 FTA 5311(f) Intercity Bus Discretionary (\$4.7 million)
- Congestion Mitigation and Air Quality - Rural (CMAQ)
- Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) FTA 5311 Formula

All applications are due April 30, 2021 by 2:00 pm PST

The regional apportionments are based on the 2010 decennial census. Eligible transit operators will need to submit a separate application per grant opportunity. Please work with the transit agencies, tribal entities, and others eligible applicants within your region to sub-allocate from your regional apportionment, Program of Project (POP) form is enclosed. Also enclosed is a brief Fact Sheet for FTA 5311 applicants to help you determine eligibility. Please work with your Caltrans Headquarters Liaisons for assistance.

FTA 5311(f) Intercity Bus Program is a competitive grant with \$4.7 million available statewide for FFY 2021. Currently only operating projects are available for the Intercity Bus Program. A scoring committee will evaluate each project based on the criteria outlined in the application materials in BlackCat. Awards will be determined by Intercity Bus committee scores.

During this Call for Projects, the BlackCat Electronic Grants System (web-based electronic grants management system) is available to existing transit operators, if new applicants need access to BlackCat please contact Vivian Miller at Vivian.Miller@dot.ca.gov.

Sincerely,

A handwritten signature in blue ink that reads "Kathy Pongratz". The signature is written in a cursive, flowing style.

KATHY PONGRATZ, Chief
Rural Transit and Intercity Bus Branch

Enclosures:

- (1) Regional Apportionment for FFY 2021
- (2) Regional Apportionment for CRRSAA
- (3) Program of Projects (POP) – 5311/CMAQ
- (4) Program of Projects (POP) – CRRSAA
- (5) Fact Sheet
- (6) DRMT 5311 Contact Map

c: W. Kyle Gradinger, Division Chief, DRMT
Wendy King, Office Chief, Transit Contract and Grants, DRMT
Current Subrecipients
DRMT Rural and Intercity Bus Liaisons
Caltrans District Transit Representatives

FTA Section 5311 Apportionment - FFY 2021
Division of Rail and Mass Transportation
Grants Management Branch

<u>D</u>	<u>County/Region</u>	<u>FFY21 Apportionment</u>
4	MTC	\$ 1,784,344
3	SACOG	\$ 842,239
10	Alpine	\$ 48,000
10	Amador	\$ 239,425
3	Butte	\$ 765,737
10	Calaveras	\$ 286,485
3	Colusa	\$ 134,631
1	Del Norte	\$ 179,831
3	El Dorado	\$ 558,840
6	Fresno	\$ 1,733,707
3	Glenn	\$ 176,764
1	Humboldt	\$ 846,187
11	Imperial	\$ 413,875
9	Inyo	\$ 116,573
6	Kern	\$ 1,642,208
6	Kings	\$ 408,822
1	Lake	\$ 406,458
2	Lassen	\$ 219,336
7	Los Angeles	\$ 471,137
6	Madera	\$ 455,404
10	Mariposa	\$ 114,719
1	Mendocino	\$ 552,134
10	Merced	\$ 591,073
2	Modoc	\$ 60,882
9	Mono	\$ 89,268
5	Monterey	\$ 684,885
3	Nevada	\$ 620,791
12	Orange	\$ -
3	Placer	\$ 523,465
2	Plumas	\$ 125,756
8	Riverside	\$ 1,049,432
5	San Benito	\$ 347,399
8	San Bernardino	\$ 1,527,326

11	San Diego	\$	820,064
10	San Joaquin	\$	470,402
5	San Luis Obispo	\$	586,252
5	Santa Barbara	\$	290,759
5	Santa Cruz	\$	198,556
2	Shasta	\$	373,943
3	Sierra	\$	48,000
2	Siskiyou	\$	282,224
10	Stanislaus	\$	510,171
2	Tehama	\$	398,903
2	Trinity	\$	86,653
6	Tulare	\$	958,259
10	Tuolumne	\$	348,002
7	Ventura	\$	443,437
TOTAL		\$	23,832,758

Coronavirus Relief and Response Supplemental Appropriations Act (CRRSAA) Funding: 5311 FFY 2021
California Department of Transportation
Division of Rail and Mass Transportation
Office of Transit Grants and Contracts

County/Region	CRRSAA Share
MTC	\$ 4,717,361
SACOG	\$ 2,226,671
Alpine	\$ 108,951
Amador	\$ 632,980
Butte	\$ 2,024,418
Calaveras	\$ 757,395
Colusa	\$ 355,932
Del Norte	\$ 475,429
El Dorado	\$ 1,477,434
Fresno	\$ 4,583,490
Glenn	\$ 467,319
Humboldt	\$ 2,237,106
Imperial	\$ 1,094,184
Inyo	\$ 308,189
Kern	\$ 4,341,588
Kings	\$ 1,080,823
Lake	\$ 1,074,575
Lassen	\$ 579,870
Los Angeles	\$ 1,245,570
Madera	\$ 1,203,976
Mariposa	\$ 303,287
Mendocino	\$ 1,459,704
Merced	\$ 1,562,649
Modoc	\$ 160,958

County/Region	CRRSAA Share
Mono	\$ 236,003
Monterey	\$ 1,810,666
Nevada	\$ 1,641,217
Orange	\$ -
Placer	\$ 1,383,911
Plumas	\$ 332,468
Riverside	\$ 2,774,435
San Benito	\$ 918,436
San Bernardino	\$ 4,037,869
San Diego	\$ 2,168,044
San Joaquin	\$ 1,243,625
San Luis Obispo	\$ 1,549,904
Santa Barbara	\$ 768,695
Santa Cruz	\$ 524,932
Shasta	\$ 988,612
Sierra	\$ 108,951
Siskiyou	\$ 746,129
Stanislaus	\$ 1,348,765
Tehama	\$ 1,054,601
Trinity	\$ 229,090
Tulare	\$ 2,533,398
Tuolumne	\$ 920,031
Ventura	\$ 1,172,336
Ventura	\$ 1,172,336

Date Prepared: March 3, 2021

Prepared by: Tracy Harrison

FTA 5311 Grant Programs Fact Sheet

Federal Transit Administration (FTA) apportions funds to the governors of each State. The Department is the delegated recipient of the annual apportionment. The Division of Rail and Mass Transportation (DRMT) is responsible for administering the program on behalf of the Department.

CRRSAA

The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) supports the transit industry during the COVID-19 public health emergency. This includes operating expenses to maintain transit services as well as paying for administrative leave for transit personnel due to reduced operations during an emergency. If your agency has FURLOUGHED any staff or contracted staff, you are only eligible for operating assistance projects.

FFY 2021 FTA 5311 - Formula

The overall goal of the FTA 5311 program is to enhance the availability of public transit in rural areas and provide public transportation opportunities to residents in rural areas for access to employment, education and health care, shopping and recreation.

FFY 2021 FTA Intercity Bus Program FTA 5311(f) – Competitive

The overall goal of the program is to support intercity travel needs of residents in non-urbanized areas by providing transit connection from rural areas to larger urban areas. Each state is required to spend 15 percent of its annual FTA Section 5311 apportionment to support the program (FTA 9040.1G, Ch.8). FFY 2021 is only accepting operating assistance projects. (Scoring criteria are in application on BlackCat).

FFY 2021 CMAQ – Flex Funds

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program is administered by the Federal Highway Administration (FHWA). CMAQ funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). Funds may be used for a transportation project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution.

Program Funds: Program funds are made available to rural areas with a population of less than 50,000 as designated by the Bureau of the Census (2010).

Eligible Applicants: Public transit providers, state and local governments, rural transportation planning agencies, private-nonprofit organizations, Tribal Governments and private intercity bus operators (5311(f)). Must provide transit to

the general public. All subrecipients are required to be compliant with FTA regulations.

Eligible Projects: Eligible projects include capital projects, planning and operating assistance projects. Capital projects are funded at 88.53% and operating assistance are funded at 55.53%. CRRSAA operating projects are 100%.

Program Fund Role Players: The FTA, local government, transit providers, MPO's RTPAs, DRMT, Districts, SCO, and Accounting.

The Transportation Planning Agencies (RPA) Project Selection for CARES Act: Caltrans provides the funding amount for each region to the MPOs/RTPAs. They then plan and sub-allocate projects based on regional transportation needs. Regional funds need to be programmed except for CRRSAA operating projects. Once the projects are selected by the region, the transit agencies will submit their application to Caltrans using BlackCat Electronic Grants System.

References: FTA Grantee's COVID-19 FAQ's <https://www.transit.dot.gov/frequently-asked-questions-fta-grantees-regarding-coronavirus-disease-2019-covid-19>
FTA Circular 9040.1.G <https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/formula-grants-rural-areas-program-guidance-and-application>

Division of Rail and Mass Transportation 5311 Contacts

Caltrans Districts by County:



Districts 1, 2, & 8

(916) 654-8347

Cayman.Morgan@dot.ca.gov

Districts 3, 4, & 11

(916) 654-8411

Cesley.Nixon@dot.ca.gov

Districts 5, 6 & 9

(916) 653-3276

Jennifer.Louie@dot.ca.gov

Districts 7, 10, Statewide Rural CMAQ & BlackCat System

(916) 654-7076

Vivian.Miller@dot.ca.gov



March 31, 2021

TO: Transportation Technical Advisory Committee
FROM: AHRON HAKIMI, EXECUTIVE DIRECTOR
By: Rochelle Invina, Regional Planner
SUBJECT: TTAC AGENDA ITEM: X.
ELECTION OF OFFICERS

DESCRIPTION:

The Kern Council of Governments (Kern COG) Transportation Technical Advisory Committee (TTAC) selects a Chairperson and a Vice Chairperson for the TTAC for the next year.

DISCUSSION:

In the TTAC Bylaws, an election for Chairperson and Vice-Chairperson should be held every April.

The current Chairperson will take nominations for the position of Chairperson. Each voting member of the TTAC is eligible to be nominated as Chairperson or Vice Chairperson. After selection of a Chairperson, the gavel will be transferred to the new Chairperson who will take nominations for Vice-Chairperson.

ACTION:

Select a Chairperson and a Vice-Chairperson for the Kern COG TTAC.

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

**KERN COG BOARD ROOM/ Go To Meeting
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA**

**WEDNESDAY
May 5, 2021
10:00 A.M.**

SPECIAL NOTICE

**Public Participation and Accessibility
May 5, 2021 Transportation Technical Advisory Committee**

On March 17, 2020, Governor Gavin Newsom issued Executive Order N-29-20, which includes a waiver of Brown Act provisions requiring physical presence of the Council or the public in light of the COVID-19 pandemic. Based on guidance from the California Governor's Office and Department of Public Health, as well as the County Health Officer, in order to minimize the potential spread of the COVID-19 virus, Kern Council of Governments hereby provides notice that as a result of the declared federal, state, and local health emergencies, and in light of the Governor's order, the following adjustments have been made:

- The meeting scheduled for **May 5, 2021, at 10:00 a.m.** will have limited public access to maintain social distancing. Masks will be required to attend the meeting in person.
- Consistent with the Executive Order, Committee/Board Members may elect to attend the meeting telephonically and participate in the meeting to the same extent as if they were physically present.
- The public may participate in the meeting and address the Committee in person under Public Comments.
- If the public does not wish to attend in person, they may participate in the meeting and address the Committee as follows:

If you wish to comment on a specific agenda item, submit your comment via email to feedback@kerncog.org **no later than 9:30 a.m. May 5, 2021.** Please clearly indicate which agenda item number your comment pertains to. If you wish to make a general public comment not related to a specific agenda item, submit your comment via email to feedback@kerncog.org **no later than 9:30 a.m. May 5, 2021.**

<https://www.gotomeet.me/KernCOG/ttacmeeting>

**Dial +1 (786) 535-3211
Access Code: 269-963-557
ROLL CALL:**

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) 635-2900. 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

III. **APPROVAL OF DISCUSSION SUMMARY: Minutes from meeting of March 31, 2021 (April meeting).**

IV. **MOBILITY INNOVATIONS AND INCENTIVES PROGRAM - STATUS REPORT** (Urata)

Comment: To help meet stringent air quality standards, Kern COG promotes deployment of alternative fuel vehicle technologies. This report provides staff activity information and provides funding information.

Action: Information.

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

Comment: Upcoming amendment schedule for next 2021 FTIP Amendment.

Action: Information.

VI. **PROJECT ACCOUNTABILITY TEAM REPORT** (Pacheco)

Comment: April 20, 2021 Project Accountability Team meeting highlights and latest updates.

Action: Information.

VII. **INTELLIGENT TRANSPORTATION SYSTEMS (ITS) KERN UPDATE – MONITORING PROGRAM** (Pacheco)

Comment: As per the ITS Plan for Kern Region - Monitoring Program, updates to the ITS Plan project list are due May 21, 2021.

Action: Information.

VIII. **KERN COG SENATE BILL NO. 1 TRANSIT – CALTRANS STATE OF GOOD REPAIR ESTIMATED FY 2021-22 ANNUAL APPORTIONMENT** (Snoddy)

Comment: Caltrans State of Good Repair (SGR) Program allocates annual funds from Senate Bill No.1 legislation to the Kern region.

Action: Information

IX. **TDA BIENNIAL APPORTIONMENT REPORT** (Snoddy)

Comment: Kern COG staff has prepared a biannual report of the Transportation Development Act (TDA) apportionment status of member agencies.

Action: Information.

X. **2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM** (Stramaglia)

Comment: Every two years in the odd-numbered year, regional transportation planning agencies are to submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission for their approval in December of the same odd-numbered year.

Action: Information.

XI. **ANNOUNCEMENTS**

XII. MEMBER ITEMS

XIII. ADJOURNMENT – The next meeting will be held on June 2, 2021.

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

DISCUSSION SUMMARY FOR MARCH 31, 2021 TTAC (APRIL MEETING)

KERN COG BOARD ROOM/GO TO MEETING
1401 19th Street, Suite 300
BAKERSFIELD, CALIFORNIA

Wednesday
March 31, 2021 (April meeting)
10:00 A.M.

Mr. Bob Neath (who filled in for Chairman Schlosser) called the meeting to order at approximately 10:02 a.m. A roll call was conducted by Ms. McCulloch for attendance.

I. ROLL CALL

MEMBERS PRESENT:

Stuart Patteson	City of Bakersfield
Shawn Monk	California City
Steve Barnes	GET
Bob Neath	County of Kern
Mario Gonzales	City of McFarland
Travis Reed	City of Ridgecrest
Alex Gonzalez	City of Shafter
Kameron Arnold	City of Wasco
Joe West	NOR/CTSA

OTHER:	Yolanda Alcantar	County of Kern
	Ian Lin	TJKM
	Alexa Kolosky	County of Kern

STAFF:	Ahron Hakimi	Kern COG
	Rob Ball	Kern COG
	Rochelle Invina	Kern COG
	Raquel Pacheco	Kern COG
	Veronica McCulloch	Kern COG
	Becky Napier	Kern COG
	Greg Palomo	Kern COG
	Bob Snoddy	Kern COG
	Joseph Stramaglia	Kern COG
	Linda Urata	Kern COG

- 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.

Ian Lin, from TJKM (consultant), gave a presentation regarding community outreach interactive web-based survey. It can be found at kerncogroadsafetyplans.com. This survey is for any traffic related concerns, such as speeding issues, near accidents, or if you don't feel safe waling somewhere in any of the outlying communities in the greater Kern county area. You can subscribe to be notified for future updates and provide input at the website. Meeting for the stakeholders (outlying city representatives) should be held the 2nd week of May. Please let someone from Kern COG know if you need the stakeholder roster so we can reach out to you.

Mr. Neath (acting Chairman) asked if there were any questions for Mr. Lin. There were none.

- III. APPROVAL OF DISCUSSION SUMMARY: Minutes from meeting of March 3, 2021.**

Mr. Patteson asked if the discussion summary from the March meeting could reflect that he was absent and Ryan Starbuck was present as the voting member for the city of Bakersfield for the March meeting. Ms. Mcculloch stated the minutes would be updated on the website with this information.

Mr. Patteson made a motion to approve the discussion summary, Mr. Arnold seconded the motion. Ms. Mcculloch performed a roll call vote and motion carried unanimously with a roll call vote.

IV. **ACTIVE TRANSPORTATION PROGRAM CYCLE 5 MPO / KERN COG PROJECT LIST**

Mr. Snoddy addressed the committee with the following information:

The California Transportation Commission (CTC) State staff adopted the Active Transportation Program (ATP) 2021 Fund Estimate and Guidelines at its March 24-25, 2021 meeting which provides provisions for MPO's to select and fund ATP projects for Cycle 5.

The action requested was the TTAC recommend that the Transportation Planning Policy Committee adopt Attachment A -ATP MPO Cycle 5 project list and ATP MPO Cycle 5 Contingency List of the staff report.

Mr. Patteson made a motion to approve the action, Mr. Arnold seconded the motion. Ms. Mcculloch performed a roll call vote and motion carried unanimously with a roll call vote.

V. **APRIL TDA PUBLIC TRANSIT AND STREETS AND ROADS CLAIMS FOR THE CITY OF TEHACHAPI**

Mr. Snoddy asked the committee to review the City of Tehachapi's FY 2020-21 Public Transit and Streets and Roads claims totaling \$540,083.

The action requested was for the committee, after reviewing the TDA Public Transit claims and Streets and Roads claims received by March 19, 2021 for \$540,083, recommend approval to the Transportation Planning Policy Committee.

Mr. Barnes made a motion recommending approval to the TPPC. Mr. Monk seconded the motion. Ms. Mcculloch performed a roll call vote and motion carried unanimously with a roll call vote.

VI. **KCOG PROJECT DELIVERY POLICY AND PROCEDURES UPDATE**

Mr. Stramaglia addressed the committee with the following information:

The KCOG Project Delivery Policy and Procedures document (Policy) will be updated to require the annual status reporting of TDA Article 3 projects not yet advanced.

Mr. Patteson asked a question about funding re-allocation which Mr. Stramaglia answered.

The action requested was to recommend that the Transportation Planning and Policy Committee approve the Final KCOG Project Selection Policy and Procedures update.

Mr. Patteson made a motion recommending approval to the TPPC. Mr. Arnold seconded the motion. Ms. Mcculloch performed a roll call vote and motion carried unanimously with a roll call vote.

VII. **2021 MID-CYCLE STATE TRANSPORTATION IMPROVEMENT PROGRAM**

Mr. Stramaglia provided a staff report for the committee with the following information:

The California Transportation Commission (CTC) has developed and anticipates the adoption the 2021 Mid-Cycle State Transportation Improvement Program (STIP) in response to the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (Federal Act).

Because the next CTC meeting occurs on March 24-25, 2021 after the writing and issuance of the March Kern COG TTAC agenda, it's possible that this information may require revision by March 31, 2021, the date of the TTAC meeting. The CTC anticipates the administration of the 2021 Mid-Cycle State Transportation Improvement Program (STIP) in response to the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (Federal Act). The Federal Act may distribute a draft estimate of \$366,013,042 to regional agencies through the established STIP County Share process. Kern COG's share of COVID relief funding using the STIP distribution is estimated at \$12,827,182. The final amount may be lower depending on what version of formula distribution the CTC approves. The assumption for this report is that the Commission may choose to distribute 100% of COVID funding through the STIP.

Project Selection: At the February 18, 2021 regularly scheduled meeting of the Kern COG Board of Directors, action was taken to direct new Coronavirus Response and Relief Supplemental Appropriations Act of 2021 funding to two regionally significant projects including the City of Bakersfield Hageman extension / flyover project and the State Route 58 Truck Climbing Lane project. The action was specific that approved available COVID funding would be split 50/50 between the two projects. Table A provides specific amounts for each project based on the 100% STIP distribution option developed by the CTC. Final amounts will be indicated for the March KCOG Board meeting. If the CTC approves a variation on the STIP methodology and County Share distribution the COVID funding Kern COG staff will inform the TTAC of the final outcome on March 31.

This staff report was provided for information only.

VIII. 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Stramaglia provided a staff report with the following information:

Every two years in the odd-numbered year, regional transportation planning agencies are to submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission for their approval in December of the same odd-numbered year.

The California Transportation Commission (CTC) has initiated the 2022 Regional Transportation Improvement Program (2022 RTIP) process at their January 27– 28, 2021 meeting to develop a statewide 2022 State Transportation Improvement Program (2022 STIP) for projects of regional significance. The general order of this process is 1) CTC develops a statewide 5-Year regional share fund estimate; 2) CTC updates 2022 STIP guidelines; 3) regions submit RTIP's; and 4) the CTC consolidates RTIP's and approves the 2022 STIP.

The process for the region is to 1) establish new programming capacity defined by the state's fund estimate; 2) assess current regional project needs including cost estimate updates; 3) develop a Capital Improvement Program; and 4) regionally adopt the 2022 RTIP for submission to the CTC by December 15, 2021.

Current 2020 STIP as Adopted - Kern COG projects in the current 2020 State Transportation Improvement Program include highway capacity projects on State Routes 14, 46 and 58. It must be noted that specific regional actions from the 2020 RTIP cycle affect how the 2022 RTIP cycle program of project recommendations is developed. First, because there was no new funding capacity for the 2020 RTIP cycle, a regional decision of note was to defer \$30 million from a Caltrans partnership project at State Route 58 and 99 in order to advance construction of the final phase of State Route 46 widening project near Interstate 5. Because the 58 / 99 auxiliary lane project was deferred, it was also removed from the STIP. It is the region's intent that RTIP funding be used to supplement other state construction funding in the State Highway Operations Protection Program (SHOPP). It is staff's intention to restore this programming if there is funding capacity to do so and if Caltrans is advancing the design of the auxiliary lane.

The second important action of note taken during the 2020 RTIP cycle was to elevate the need for truck climbing lanes on State Route 58 east of Bakersfield. It is the region's intent that this project will also become a SHOPP project. However, the RTIP process could play a future role in advancing pre-construction phases to develop the project. Significant coordination with Caltrans will be required for both the auxiliary lane and truck-climbing lane projects. The third important action that the Board approved was on State Route 14, the Freeman Gulch widening project, which came to a stand-still when Caltrans was unable to offer its 40% of funding for these partnership projects with Inyo and Mono County. As a result, the Kern COG Board agreed with staff that the Freeman Gulch projects for segments 2 or 3 could not advance without the Caltrans funding partnership intact.

These projects are part of the 2020 State Transportation Improvement Program and reflected in a recent CTC document called the 2020 Report of STIP Balances County and Interregional Shares, or, the 2020 Orange Book. This publication presents current programming for regions statewide including the status of any allocation or other project activity. Attachment A of this report includes the report pages with Kern activity listed. This information will be the point of beginning for establishing the proposed regional Capital Improvement Program which will be developed over the next several months.

2020 STIP funding – It is important to recap that the adopted Fund Estimate established for the 2020 STIP cycle did not provide new programming for the regions in the outer two years of programming. As a result, regions were not able to advance new phases of work for projects already in progress. For Kern, the Board approved the decision to move \$30 million of existing programming from Metropolitan Bakersfield out to the State Route 46 widening project that was in progress and in need of final funding to secure construction. This transfer of programming was at the core of the Kern 2020 RTIP cycle.

Update of Kern COG Project Delivery Policies and Procedures – In March of 2019, the Kern COG Board adopted the latest version of the Kern COG Project Delivery Policies and Procedures document which included updates to Chapters 1, 2 and 3. Chapter 3 focuses on the Regional Transportation Improvement Program process. The purpose of the update was to bring the Kern COG document to be more in alignment with recently adopted State Transportation Improvement Program Guidelines as adopted by the California Transportation Commission. At the heart of the update was the need to review and update performance measure requirements in the Kern COG policy document that not only are more consistent with the latest STIP process but more competitive for the many other discretionary transportation programs. Once completed in March 2019, the Transportation Technical Advisory Committee advised Kern COG staff that a new call for RTIP projects would not be initiated due to the lack of RTIP funding going forward. They did not feel that the required effort was commensurate with the available funding. This issue will be revisited during the 2022 RTIP cycle.

This staff report was for information only.

IX. THE FEDERAL FISCAL YEAR 2021 FTA SECTION 5311 CALL FOR PROJECTS

Mr. Snoddy addressed the committee with the following information:

Rural agencies providing public transportation services are eligible to apply for FY 2021 funding from the Federal Transportation Administration (FTA) through the Section 5311 program. Nine local agencies are eligible to apply.

Staff recommends the members of the Transportation Technical Advisory Committee recommend that the Transportation Planning Policy Committee adopt by resolution FY 2021 FTA Section 5311 Program of Projects and the CRRSAA Program of Projects.

Mr. Reed made a motion to approve the recommendation. Mr. Barnes seconded. The motion carried unanimously with a roll call vote by Ms. McCulloch.

X. ELECTION OF OFFICERS

The Kern Council of Governments Transportation Technical Advisory Committee is to select a Chairperson and a Vice Chairperson for the TTAC for the next year.

The action requested was to select a Chairperson and a Vice-Chairperson for the Kern COG TTAC.

Mr. Neath asked for nominates. Mr. Jay Schlosser was nominated as Chairperson. Mr. Bob Neath was nominated as Vice-Chairperson. Mr. Neath stated he will be retiring in the end of October. Committee voted and approved the nominations.

XI. **ANNOUNCEMENTS**

Mr. Snoddy requested volunteers for an ad-hoc committee to review the Requests for Proposals to replace NOR as the Consolidated Transit Services Agency for Metro Bakersfield. Please contact Mr. Snoddy if interested to volunteer.

Ms. Pacheco announced the Call for Projects for Congesting Mitigation Air Quality Program and Regional Surface Transportation Program are available on the Kern COG website. Applications are due by 5 p.m. on August 12, 2021. She also asked to save the date for the next Project Accountability Team meeting on April 20th at 10 a.m.

XII. **MEMBER ITEMS** - None

XIII. **ADJOURNMENT**- The meeting adjourned at 10:52 a.m. The next meeting will be held on May 5, 2021.



IV. TTAC

May 5, 2021

TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: Ahron Hakimi
Executive Director
By: Linda Urata
Regional Planner

SUBJECT: TTAC AGENDA ITEM: IV.
Mobility Innovations and Incentives Program - Status Report

DESCRIPTION:

To help meet stringent air quality standards, Kern COG promotes deployment of alternative fuel vehicle technologies. This report provides staff activity information and provides funding information.

DISCUSSION:

Kern COG staff carry out Mobility Innovations and Incentives Program elements while telecommuting for COVID-19 compliance. This summary report from January 25, 2021 to April 30, 2021.

In April, the Kern COG Board of Directors and the California Energy Commission each approved moving forward with an agreement to award \$700,515 to Kern COG for the Phase II-Blueprint Implementation (Solicitation GFO-19-603). The Kern COG Board also approved establishing Memorandums of Understanding with seven electric vehicle charging station site hosts as follows: the Kern Community College District (Bakersfield College) and the cities of Arvin, Bakersfield, Delano, McFarland, Shafter, and Wasco. The CEC agreement terminates on June 30, 2024. Kern COG staff is working to have the agreements fully executed by May 26, 2021. Of this funding 89.3% will be passed to the site hosts (\$604,000) who provide matching funds (\$198,808) and \$21,508 is budgeted for electric bicycles. Kern COG will dedicate part of its WE 603.3 Mobility Innovations outreach budget over 2 years as matching funds. The total project budget is \$943,356.

Kern COG met with the San Joaquin Valley Air Pollution Control District (District) to discuss how to coordinate projects funded through the CEC agreement and the District's ChargeUp! incentive program.

Kern COG also met separately with the District, and the statewide Advanced Transportation and Logistics program of the Community College System to coordinate District grant funding and local certification testing for the Electric Vehicle Infrastructure Training (EVITP) program for state certified electricians based in the San Joaquin Valley with training and certification offered by EVITP.org. The CEC attended the San Joaquin Valley EV Partnership Meeting on April 8th to gain input to their fiscal year 2021-2022 of \$17.9 million investment in Light Duty EV Infrastructure. The CEC seeks to develop "rural resiliency" for charging, TNC operations, and Multi-Unit Dwelling Charging.

The CALeVIP program funding in the San Joaquin Valley have all been provisionally reserved. For information, visit <https://calevip.org/incentive-project/san-joaquin-valley>.

On April 8th, the California Energy Commission issued a Notice of Proposed Awards for its Solicitation GFO-20-601: Blueprints for Medium- and Heavy-Duty Zero-Emission Vehicle Infrastructure. Kern COG partnered with Gladstein, Neandross, and Associates to secure this grant of \$199,929. For more information about the solicitation, visit [GFO-20-601 - Blueprints for Medium- and Heavy-Duty Zero-Emission Vehicle Infrastructure \(ca.gov\)](#).

Please find attached to this report an update to the EV Charging Space inventory, by Zip Code.

ACTION: INFORMATION

Kern County Electric Vehicle Public Charging Spaces by Zip Code

April 2021 Report

Kern Council of Governments has set a goal of 4,000 electric vehicle charging spaces by 2025. This report shows a 63.4% increase (268 spaces) in the number of charging spaces compared to the baseline inventory established July 2016. Some of this change in inventory may simply be due to better reporting and not new chargers or disconnections. This change in inventory may also include station closings. This is the first time that Zip Code 93623 (Shafter) has appeared on this inventory. The City of Wasco added a station at City Hall. Caltrans Districts 6 and 9 have opened several stations in the past 3 months. ChargePoint has completed several DC Corridor installations in Kern County.

The number of parking spaces and station status are validated by telephone and occasionally in person. The primary resource for identifying stations is the Alternate Fuel Data Center Station Locator (www.afdc.energy.gov/locator/stations). Plugshare.com and charging station networks are also used to update the inventory.

Level 1, Level 2, DC Fast Charging, Tesla Superchargers and wall plugs are counted. Note that some chargers may serve more than one parking space. This reports charging *spaces*, not the *charging stations*. This follows along with the expression to move cords, not cars. Public transit charging is not counted in this inventory.

Zip Code	# of Charging Spaces	Baseline July 2016
93203	35	0
93206	28	22
93215	17	2
93238	139	123
93240	5	5
93241	4	0
93243	47	13
93249	21	20
93263	2	0
93268	5	0
93276	60	60
93280	6	0
93285	1	1
93301	46	19
93303	6	6
93304	4	0
93307	49	40
93308	33	9
93309	17	0
93311	13	7
93313	15	14
93314	10	0
93501	23	7
93505	4	0
93523	4	0
93527	15	4
93555	41	40
93560	2	2
93561	39	29
TOTAL	691	423

Nine new locations identified in this reporting period, adding 34 charging spaces:

Caltrans Locations:

- Tejon Pass Rest Area I5 South;
- Weedpatch Park & Ride;
- Delano Maintenance Station

City of Wasco: City Hall

Walmart Store 8852 in Shafter

Southern California Edison in Tehachapi

ChargePoint Locations:

- DC Corridor DC 2 at 1631 Comanche Drive, Arvin
- DC Corridor DC 2 at 16262 Sierra Hwy, Mojave
- DC Corridor DC 7 at 4467 US 395 in Inyokern

NOTE 1: This report reflects a gain of 12 Level 2 charging stations and a net gain of 17 DC Fast Charging Stations.

NOTE 2: Tejon Outlets have a 93203 Zip Code, the same as the City of Arvin

https://www.bakersfield.com/news/bakersfield-looks-to-add-30-electric-vehicle-charging-stations-throughout-city/article_b4a0cdb4-a22a-11eb-9cf4-c73267a32dd6.html

FEATURED

Bakersfield looks to add 30 electric vehicle charging stations throughout city

By SAM MORGEN smorgen@bakersfield.com

Apr 21, 2021



In this file photo, multiple ChargePoint charging stations are located on the campus of Cal State Bakersfield.

Alex Horvath / The Californian

The Bakersfield City Council is poised to dramatically expand the number of electric vehicle charging stations available on public property.

At Wednesday's meeting, the council is scheduled to vote on an agreement that would add 30 ChargePoint charging stations to six city-owned areas of Bakersfield, including the 18th Street and Eye Street parking structure. That's a big jump from the four city-operated charging stations currently operating out of the Amtrak Station downtown.

There are 71 charging locations throughout Kern County, with 42 in Bakersfield, meaning the six proposed locations would increase the total by around 15 percent. However, those locations are in places like hospital parking lots and car dealerships, potentially unavailable to the general public.

If approved, the new charging stations would be installed at The Park at Riverwalk, the parking lot across the street from Cal State Bakersfield on Stockdale Highway, City Hall South, Mechanics Bank Arena, McMurtrey Aquatic Center, and the downtown parking structure.

Unlike the Amtrak electric vehicle charging stations downtown, the new additions will be Level 2 chargers, which charge faster than Level 1.

The city is taking advantage of funds provided by the San Joaquin Valley Air Pollution Control District and the California Energy Commission to complete the proposal. The \$266,000 combined will fund around 80 percent of the project.

The funding is just one part of a state plan to put more electric vehicles on the road. California has a goal of 5 million zero emission vehicles on the road by 2030 and 250,000 charging stations by 2025.

As more and more funding becomes available for zero transmission projects, these proposed charging stations could be just the beginning.

"It's going to really expand. We are talking with different privately-owned gas stations that are interested in putting them in," said Linda Urata, a regional planner for Kern Council of Governments who focuses on electric vehicles. "You're going to see huge growth in the next two years."

Lately, charging options have increased for electric vehicle owners. In January, the state Department of Transportation opened nine new stations throughout the Central Valley, including one at the Tejon Pass and in Delano and the city of McFarland recently held a groundbreaking ceremony for a new station.

More are planned for cities such as Arvin, Wasco and Shafter.

But questions remain about how popular the charging stations will be. Kern COG Executive Director Ahron Hakimi described demand for the products as a “chicken and egg” scenario. Consumers may be more liable to buy an electric vehicle if more charging stations were available, but more charging stations might not be built without the purchase of more vehicles.

“In the three years that I owned the Chevy Volt, I think I charged it, other than home, less than five times. That gives you an example of how many chargers are out there,” he said. “If we want as a society more EVs, than we absolutely have to invest in more places to charge.”

The city plans to watch how often each charging station is used to determine if more are necessary.

“It’s a trial project,” said Assistant Public Works Director Stuart Patteson. “I’m sure they will get used. The intent is for them to be entered into whatever databases exist that direct people to EV charging stations, but until we have them in place for a while, it’s hard to say how well they will be utilized.”

You can reach Sam Morgen at 661-395-7415. You may also follow him on Twitter @smorgenTBC.

How to participate

The City Council meeting is scheduled to take place at 5:15 p.m. Wednesday.

Due to the novel coronavirus, public participation in the meeting is limited. The city of Bakersfield has provided the following instructions for those who would like to watch or comment on the proceedings:

To view a livestream of the meeting, visit <https://bakersfield.novusagenda.com/AgendaPublic/>

The meeting is available on the local government channel, KGOV 2.

Those who would like to submit comments may email City_Clerk@bakersfieldcity.us no later than 1 p.m. Wednesday. The city asks commenters to clearly indicate the agenda item number their comment pertains to, but general comments will also be accepted.

Alternatively, the public can comment by calling 661-326-3100 and leaving a voicemail of no more than three minutes no later than 4 p.m. the Tuesday prior to the council meeting. Callers must clearly indicate whether their comment relates to a particular agenda item or is a general comment.

Those who wish to make a comment during the meeting can email City_Clerk@bakersfieldcity.us. Comments received during the meeting may not be read, but will be included as part of the permanent public record of the meeting.

FACT SHEET: Biden Administration Advances Electric Vehicle Charging Infrastructure

APRIL 22, 2021 • [STATEMENTS AND RELEASES](#)

Department of Transportation, Department of Energy, and General Services Administration
Announce New Actions to Accelerate Deployment of Electric Vehicles and Chargers

Today, the White House announced new progress on the Administration's goal to accelerate and deploy electric vehicles and charging stations, create good-paying, union jobs, and enable a clean transportation future. This includes actions by federal agencies:

- The Department of Transportation announced guidance on how grants can be used to deploy charging infrastructure and newly designated alternative fuel corridors;
- The Department of Energy announced new funding and partnerships for charger-related research and development; and
- The General Services Administration announced progress on the goal to transition the federal fleet to zero-emission vehicles.

In March, the United States passed the milestone of 100,000 public chargers (as recorded by the Department of Energy's Alternative Fuel Data Center) and these new actions will accelerate deployment to make driving an electric vehicle convenient in every part of the country.

To discuss today's announcements, National Climate Advisor Gina McCarthy and Transportation Secretary Pete Buttigieg visited new, fast-charging facility near Union Station in Washington, DC. The charging stations were installed by an American-based company EVGo and enable EV users to recharge rapidly when away from home.

[FACT SHEET: Biden Administration Advances Electric Vehicle Charging Infrastructure | The White House](#)

Most electric vehicle drivers will charge at home and work. One of the perks of driving an electric vehicle is never needing to go to the gas station. But public charging infrastructure will provide a key role for people without off-street parking and for longer trips. A robust, convenient, and affordable network of public chargers will increase confidence for drivers that they will always have a charging option when they need it.

President Biden's American Jobs Plan includes a transformational \$15 billion investment to fund this vision and build a national network of 500,000 charging stations. Through a combination of grant and incentive programs for state and local governments and the private sector, it will support a transformational acceleration in deployment of a mix of chargers in apartment buildings, in public parking, throughout communities, and as a robust fast charging along our nation's roadways.

Charger installation and maintenance creates good-paying, union jobs right here in America that cannot be outsourced, and the American Jobs Plan also includes incentives to bring more charging equipment manufacturing to the United States. Every element of the plan will promote strong labor, training, and installation standards. The Biden Administration is committed to promoting high quality jobs, fair wages, and safe working conditions through its investments. This means holding both public and private recipients of federal funding accountable to create and support good middle-class jobs. Industry, unions, state, and local governments, higher education institutions like community colleges, and nonprofits will need to work together to prepare workers for the job opportunities these investments will create.

Supporting a Nationwide Charging Network

- Today, the Department of Transportation [announced](#) the 5th round of "Alternative Fuel Corridors" designations. This program, created by the FAST Act in 2015, recognizes highway segments that have infrastructure plans to allow travel on alternative fuels, including electricity. The first four rounds of designations included portions of 119 Interstates and 100 US highways and state roads.

[FACT SHEET: Biden Administration Advances Electric Vehicle Charging Infrastructure | The White House](#)

Round 5 includes nominations from 25 states for 51 interstates and 50 US highways and state roads.

- The cumulative designations (Rounds 1-5) for all fuel types (electric, hydrogen, propane, natural gas) include 134 Interstates and 125 US highways/State roads, covering almost 166,000 miles of the NHS in 49 States plus DC. Of that total, the FHWA has designated EV corridors on approximately 59,000 miles of the NHS in 48 States plus DC. South Dakota and Mississippi are the only two states without an EV corridor designation.



- The DOT also issued a new report clarifying how its programs can be used for EV charging infrastructure. Many existing programs have this as an eligible use and this guidance can expand how many funded entities take advantage of that. This could increase the use for EV charging infrastructure of \$41.9 billion in federal grant funding in 15 specific programs.

[FACT SHEET: Biden Administration Advances Electric Vehicle Charging Infrastructure | The White House](#)

DOT Funding and Financing Programs with EV Eligibilities*

LEGEND

Construction and installation of EV charging infrastructure including parking facilities and utilities.	Workforce development and training related to EV infrastructure.	EV acquisitions and engine conversions - cars or trucks.	Planning for EV charging infrastructure and related projects.	Construction and installation of EV charging infrastructure to support operational, resiliency, national energy security, environmental, and community goals for freight transportation.	Installation of EV charging infrastructure as part of transit capital projects eligible under chapter 53 of title 49, United States Code.

	FY 2021 AMOUNT						
FORMULA PROGRAMS							
National Highway Performance Program (NHPP)	\$23.1 B						
Surface Transportation Block Grant Program (STBG)	\$10.2 B						
Congestion Mitigation & Air Quality Improvement Program (CMAQ)	\$2.4 B						
National Highway Freight Program (NHFP)	\$1.5 B						
State Planning and Research (SPR)	\$641.5 M						
Metropolitan Planning (PL)	\$357.9 M						
DISCRETIONARY PROGRAMS							
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) (formerly known as BUILD)	\$1.0 B						
Infrastructure for Rebuilding America (INFRA) Grant Program	\$889.0 M						
Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD)	\$53.3 M						
OTHER ALLOCATED PROGRAMS							
Federal Lands and Tribal Transportation Program (FLTTP)	\$1.0 B						
Highway Infrastructure Program (HIP) (other than for bridges)	\$644.0 M						
Puerto Rico Highway Program (PRHP)	\$74.9 M						
Territorial Highway Program (THP)	\$37.3 M						
INNOVATIVE FINANCE PROGRAMS							
State Infrastructure Banks (SIBs)	Varies						
Transportation Infrastructure Financing and Innovation Act (TIFIA)	Varies						

Disclaimer: Many of these programs are oversubscribed, and EV charging infrastructure competes with many other types of eligible projects.

* All eligibility determinations are fact specific. Limitations may apply. Additional low and zero-emission fuel types also may be eligible under these programs.

Note: Total (in millions and billions, rounded to one decimal place)

Technology and Business Model Innovation

- The Department of Energy announced [new research funding opportunities](#) on three EV charging related topics:
 - \$10 million to research, develop, and demonstrate innovative technologies and designs to significantly reduce the cost of electric vehicle supply equipment for DC Fast Charging that will be needed in large number to support high volumes of EVs.
 - \$20 million to accelerate the adoption of commercially-available plug-in electric vehicles (PEVs) and supporting infrastructure through community-based public-private partnerships that demonstrate PEV technologies (for cars, buses, school buses, trucks) and infrastructure in various innovative applications and share resulting data, lessons learned and best practices with a broader audience. Projects that demonstrate the ability to accelerate clean energy jobs or provide new electric transportation solutions to under-served communities are of interest.
 - \$4 million to encourage strong partnerships and new programs to increase workplace charging regionally or nationally which will help increase the feasibility of PEV ownership for consumers in underserved communities (e.g., demographics that currently have minimal access to home charging).
- DOE and the Electric Power Research Institute (EPRI) also announced a national EV charging technical blueprint including fast charging and grid interaction. This blueprint will assess needs in terms of connectivity, communication, protocols from utility down to vehicle, to support electrification of the full vehicle fleet.
- DOE announced that Idaho National Laboratory (INL) is partnering with global and domestic Automakers to analyze anonymous vehicle charging data that describe market-level trends of operation and charging behavior for a large sample of U.S. consumer EVs. To guide this work, DOE, INL, and Automakers formed a working group to provide feedback on INL analysis and modeling efforts.

The White House
Briefing Room
April 21, 2021

[FACT SHEET: Biden Administration Advances Electric Vehicle Charging Infrastructure | The White House](#)

Progress on Federal Leadership

The Council on Environmental Quality and the General Services Administration are announcing early progress in response to the Executive Order directing the federal government to transition to a zero-emission vehicle (ZEV) fleet. Since inauguration day, the administration has acquired more ZEVs than in the whole previous fiscal year. Additionally, we are on track to triple the number of total ZEVs added to the fleet this year compared to last. Installing EV charging infrastructure at federal facilities is a key component of the transition to a zero-emission fleet.

These actions are a set of initial steps on the path the President's goal of a national network of 500,000 chargers to support convenient and affordable travel by drivers of zero emission vehicles across the whole country.

###

May 5, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco, Regional Planner *RP*

SUBJECT: TTAC AGENDA ITEM: V
Federal Transportation Improvement Program (FTIP) Amendment – Timeline

DESCRIPTION:

Upcoming amendment schedule for next 2021 FTIP Amendment.

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 / Regional Choice Program, Regional Surface Transportation Program (RSTP), Transit Program, and Non-Motorized Program. The next amendment schedule is provided below for your reference.

2021 FTIP AMENDMENT	
Public review period begins	Friday, May 7, 2021
TPPC meeting – public hearing	Thursday, May 20, 2021
Public review period ends	Friday, May 21, 2021
Regional approval	Monday, May 24, 2021
State approval	June 2021
Federal approval	July 2021

ACTION: Information

May 5, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco, Regional Planner *RP*
Robert M. Snoddy, Regional Planner

SUBJECT: TTAC AGENDA ITEM: VI.
PROJECT ACCOUNTABILITY TEAM REPORT

DESCRIPTION:

April 20, 2021 Project Accountability Team meeting highlights and latest updates.

DISCUSSION:

The Project Accountability Team meetings are held quarterly as needed to discuss project implementation issues and to develop solutions. In addition, participants review project status information for projects in the Federal Transportation Improvement Program (FTIP).

Highlights from April 20, 2021 Project Accountability Team meeting and latest updates:

1. Transportation Development Act (TDA) Article 3 updates for existing projects were provided by attendees (see attached TDA Article 3 project list). TDA Article 3 project invoices should be submitted to Bob Snoddy at bsnoddy@kerncog.org.
2. The TDA Article 3 call for projects applications are due June 14, 2021. Applications are available at https://www.kerncog.org/wp-content/uploads/2021/03/TDA3_claim_2021.pdf
3. 2021 FTIP was federally approved April 16, 2021. The 2019 FTIP is no longer valid. New this cycle is the CTIPS Report that is available on the Kern COG FTIP website: <https://www.kerncog.org/category/docs/ftip/> Amendment transmittals will be posted to the Kern COG website, but please refer to the CTIPS Report for the FTIP records that include the federal approval date. In addition, refer to the Grouped Project Listing as needed.
4. The Congestion Mitigation and Air Quality (CMAQ) Program and Regional Surface Transportation Program (RSTP) call for projects applications are due August 12, 2021. Application material is available at <https://www.kerncog.org/call-for-projects/>.
5. Active Transportation Program (ATP), CMAQ, and RSTP project updates were provided by attendees (see attached FY 20/21 project list).

6. Score Card – 64% of projects have approved funding authorization; 22% is awaiting funding authorization; 14% has not been submitted for funding authorization

Attachments: April 20, 2021 Project Accountability Team meeting notes
April 20, 2021 TDA Article 3 project list
April 23, 2021 FY 20/21 Score Card
April 23, 2021 FY 20/21 project list

ACTION: Information.

Project Accountability Team Meeting

Tuesday, April 20, 2021
Meeting held via Go-To meeting (virtual/teleconference)

Attendees:

Christine Viterelli, Arvin	Ed Galero, Delano
Adam Ojeda, Arvin	Ricardo Perez, GET
Navdip Grewal, Bakersfield	Diana Garcia, McFarland
Ryan Starbuck, Bakersfield	Alex Gonzalez, Shafter
Stuart Patteson, Bakersfield	Denise Montes, Tehachapi
Ramon Pantoja, BHT Engineering	Bob Snoddy, Kern COG
Asha Chandy, Bike Bakersfield	Raquel Pacheco, Kern COG
Cindy Parra, Bike Bakersfield	Rochelle Invina, Kern COG
Lorena Mendibles, Caltrans District 6	Susanne Campbell, Kern COG
Paul Pineda, Caltrans District 6	Michael Dillenbeck, Kern County
Pawanjit Dhillon, Caltrans District 6	Yolanda Alcantar, Kern County
Scott Lau, Caltrans District 6	

DRAFT Notes

1. Introductions confirmed attendees.
2. **Active Transportation Program (ATP) Cycle 3 & 4 Delivery** – Ms. Pacheco noted the April 26th deadline for allocation vote requests and time extensions for projects in FY 20/21. Ms. Pacheco provided the 2021 California Transportation Commission preparation schedule. Mr. Dillenbeck and Ms. Alcantar provided updates for the Arvin and Kern County ATP projects.
3. **ATP Cycle 5 Update** – Mr. Snoddy noted that the Cycle 5 MPO projects were approved by the Kern COG Board and submitted to the California Transportation Commission for approval.
4. **Transportation Development Act (TDA) Article 3** – Mr. Snoddy provided the latest TDA Article 3 project list and requested project delivery updates for each project. Mr. Snoddy reminded agencies with completed projects to submit invoices. **See updates in the attached project list.**
5. **TDA Article 3 Call for Projects - applications due June 14, 2021** – Mr. Snoddy noted that the application information is on the Kern COG website: https://www.kerncog.org/wp-content/uploads/2021/03/TDA3_claim_2021.pdf

Mr. Snoddy answered questions from attendees.

6. **2021 FTIP Update** – Ms. Pacheco provided an overview of the updated 2021 Kern COG FTIP website: <https://www.kerncog.org/category/docs/ftip/>. Kern COG must now submit all amendments electronically via the CTIPS database. Agencies should now be looking for their projects in the CTIPS Report and Grouped Project Listing, as appropriate, posted on the Kern COG website. Ms. Pacheco explained that the federal approval date is listed at the top right corner of the CTIPS report since there will no longer be any federal approval letters.

7. **Congestion Mitigation Air Quality (CMAQ) Program and Regional Surface Transportation Program (RSTP) call for projects - applications due August 12, 2021** – Ms. Pacheco noted that the application information is on the Kern COG website: <https://www.kerncog.org/call-for-projects/> Ms. Pacheco noted that Kern COG staff is meeting individually with agencies to discuss proposed applications and to answer questions this week. There are still time slots available for the proposed project review appointments.
8. **Roundtable presentations FY 20/21 project list** – Each agency, represented, gave a project update for fiscal year 20/21 Active Transportation Program, Congestion Mitigation Air Quality Program, and Regional Surface Transportation Program projects. **See updates in the attached project list.**
9. **Highway Safety Improvement Program (HSIP) Status Report** – Ms. Pacheco provided the Caltrans HSIP Delivery Status Report. Ms. Pacheco explained that HSIP Cycle 10 projects were approved but have not yet been added to the report. Please refer to the Caltrans Cycle 10 HSIP Next Steps letter for project delivery deadlines specific to Cycle 10.
10. **Announcements** – The first 2022 RTIP Workshop is scheduled for May 19, 2021 at 10:00 AM. The workshop flyer was provided.
11. **Conclude Meeting** – next meeting tentatively set for July 2021.

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	3	Project completed - need invoice
Arvin	9/21/2017	MO#17-03	South "A" at Langford Pedestrian Improvements (I of III)	\$90,000	2	Project should be completed August 2021
Arvin	9/20/2018	MO#19-01	South "A" at Langford Pedestrian Improvements (II of III)	\$90,000	2	Project should be completed August 2021
Arvin	9/20/2018	MO#19-01	Bike Parking	\$3,000	3	Completed - check for invoice
Arvin	9/20/2018	MO#19-01	Bike Safety	\$2,000	3	Completed - check for invoice
Arvin	9/20/2018	MO#19-01	Bikepath on Derby between Haven and Schnipper (Phase I of II)	\$70,450	1	Project not deliverable - funds will be returned to region pot
Arvin total				\$180,000		
Bakersfield	8/20/2015	MO#15-04	Downtown Bicycle Parking	\$12,000	3	Complete Billed \$11,612 to kcog 2/7/2017 Balance is \$0
Bakersfield	8/20/2015	MO#15-04	Countdown heads at 50 locations (II of III)	\$61,970	3	* See note below
Bakersfield	8/20/2015	MO#15-04	Brundage Lane Class III/"A"Street Class II	\$138,000	3	All funds available
Bakersfield	9/15/2016	MO#16-05	SW bike lanes on Various Streets (III of III)	\$48,333	3	Complete billed to kcog 7/1/2016 - balance is \$0
Bakersfield	9/15/2016	MO#16-05	Countdown heads at 50 locations (III of III)	\$61,970	2	*total \$123,940: Approved \$69,760 to projects: At time of 2018, appropriation \$54,180 was identified as reverts back to kcog; billed \$20,773; TK201 & TK202 are fianalled; T8K201 & T8K202 are complete - final invoice pd. September 20, 2020
Bakersfield	9/15/2016	MO#16-05	Kern River Bike Path Rehab: Buena Vista to Coffee (II of II)	\$67,263	3	Complete billed to kcog 1/11/2018 & 2/7/2018; \$0 Project balance (Total funding \$125k)
Bakersfield	9/15/2016	MO#16-05	Bakersfield College area Bikelanes (I of II)	\$85,811	1	
Bakersfield	9/21/2017	MO#17-03	Bakersfield College area Bikelanes (II of II)	\$21,639	1	Total \$107,450 All funds available in Design phase; prc Billed \$2,072.38 on 7/25/2018; \$1,824 in FY 2019/20
Bakersfield	9/21/2017	MO#17-03	Downtown Bicycle Parking	\$6,000	2	balance
Bakersfield	9/21/2017	MO#17-03	Build-a-Bike Program	\$6,000	2	Billed \$3,175 6/27/2019
Bakersfield	9/21/2017	MO#17-03	Bikepath between Kern River Bikepath and 21st Street	\$39,980	3	Billed \$9,899 6/27/2019: Savings \$30,080 to Bikepath rehab AH to Paladino to Morning T9k228
Bakersfield	9/21/2017	MO#17-03	Bikepath rehab from Manor Street to Alfred Harrel Highway	\$102,589	2	All funds available; City Streets division starting project Jan 2020
Bakersfield	9/21/2017	MO#17-03	Ped Improvements on Brundage from Oak to Pine and H to Chester (I of III)	\$17,195	2	Invoiced and pd. April 8, 2021
Bakersfield	9/20/2018	MO#19-01	Ped Improvements on Brundage from Oak to Pine and H to Chester (II of III)	\$48,103	1	\$65,298 All funds available. Project in design.
Bakersfield	9/20/2018	MO#19-01	Downtown Bicycle Parking	\$12,000	1	Carried over to 2019-20
Bakersfield	9/20/2018	MO#19-01	Build-a-Bike Program	\$8,000	2	\$3,175 still available
Bakersfield	9/20/2018	MO#19-01	Bikepath rehab from CALM to Paladino and Morning (Phase I of II)	\$78,377	3	\$108,417 project was complete in FY 2018/19. Included \$30,080 tranfer from T8k233. Billed to kcog 6/27/201. balance \$0
Bakersfield	9/20/2018	MO#19-01	Lights in Stockdale and Allen Road tunnel on Kern River Bikepath	\$55,000	1	All funds available; General Services will complete project.
Bakersfield	9/20/2018	MO#19-01	Ped improvements on L Street from Truxtun to 23rd Street (Phase I of II)	\$48,934	2	
Bakersfield	9/19/2019	MO#19-03	Ped improvements on L Street from Truxtun to 23rd Street (Phase II of II)	\$48,931	2	Total \$95,865; \$95,815 available. Project in design. Invoiced and pd. September 17, 2020
Bakersfield	9/19/2019	MO#19-03	Downtown Bicycle Parking	\$2,000	1	A total of \$16,854 available
Bakersfield	9/19/2019	MO#19-03	Bike Education and Community Outreach	\$3,000	1	All funds available.
Bakersfield	9/19/2019	MO#19-03	Pedestrian Countdown timers	\$43,889	2	Project completed and invoiced. April 8, 2021
Bakersfield	9/19/2019	MO#19-03	Beach Park to Manor KRP Rehab (Phase I)	\$100,000	1	Not available until FY 2020/21 when \$200k additional funding is added - August 2021
Bakersfield total				\$519,257		
California City	9/20/2007	MO#07-03	Bike Safety Program	\$1,000	1	requested project update - Jan 8, 2020
California City	9/15/2016	MO#16-05	Sidewalk in-fill on Heather Ave (I of II)	\$48,567	3	\$15,600 pd. On November 6, 2020
California City	9/21/2017	MO#17-03	Sidewalk in-fill on Heather Ave (II of II)	\$33,614	3	\$64,224 pd. On February 22, 2021

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	
California City	9/19/2019	MO#19-03	Sidewalk Infill on Heather (I of II)	\$20,000	1	Confirmed project closed and paid- February 22, 2021
California City total				\$1,000		
Delano (No Projects)						
Kern County	8/20/2015	MO#15-04	Bicycle Parking	\$3,000	3	Payment in Process Dec 13, 2019
Kern County	8/20/2015	MO#15-04	North Chester Ave Pedestrian Improvements	\$160,000	3	Payment in Process Dec 13, 2019
Kern County	8/20/2015	MO#15-04	Niles Street Pedestrian Improvements	\$100,000	3	Payment in Process Dec 13, 2019
Kern County	9/15/2016	MO#16-05	Beale Ave/River Blvd Ped Improvements (I of III)	\$48,567	3	Paid Oct 17, 2019
Kern County	9/21/2017	MO#17-03	Beale Ave/River Blvd Ped Improvements (II of III)	\$95,333	3	Paid Oct 17, 2019
Kern County	9/20/2018	MO-19-01	Beale Ave/River Blvd Ped Improvements (III of III)	\$95,334	3	Paid Oct 17, 2019
Kern County	9/19/2019	MO-19-03	Bike Safety	\$8,000	3	KCOG needs to confirm invoices paid
Kern County	9/19/2019	MO-19-03	Bike Parking	\$12,000	3	KCOG needs to confirm invoices paid
Kern County	9/19/2019	MO-19-03	Lake Ming/KR Golf Course Extension (I of III)	\$20,000	3	KCOG needs to confirm invoices paid
Kern County total				\$0		
Maricopa	9/15/2011	MO#11-01	Bike Safety Program	\$1,000	1	requested project update informantion - Jan 8, 2020
Maricopa total				\$1,000		
McFarland	9/15/2016	MO#16-05	Browning Road Bikelaness	\$20,250	3	Completed - need invoice
McFarland	9/15/2016	MO#16-05	Bicycle Safety	\$2,000	3	Partial billing of \$904.30 on July 27, 2018
McFarland	9/19/2019	MO#19-03	Bike Parking	\$3,000	1	
McFarland	9/19/2019	MO#19-03	Bike Safety Program	\$2,000	1	
McFarland	9/19/2019	MO#19-03	West Kern Ave and 6th Street Curbs (I of II)	\$20,000	1	Should be completed in September 2021
McFarland total				\$25,000		
Ridgecrest	9/21/2017	MO#17-03	Bowman Road Class I rehab and shade structure	\$125,000	1	
Ridgecrest total				\$125,000		
Taft	9/19/2013	MO#13-03	Bike Rack	\$1,000	1	
Taft	8/15/2016	MO#16-05	Bike Parking	\$3,000	1	
Taft	8/15/2016	MO#16-05	Main Street to Rails-to-Trails Connection (I of II)	\$68,263	3	Invoice paid 2-20-2020
Taft	9/21/2017	MO#17-03	Main Street to Rails-to-Trails Connection (II of II)	\$68,263	3	Invoice paid 2-20-2020
Taft	9/19/2019	MO#19-03	South 4th Street Pedestrian Improvements (I of II)	\$20,000	1	
Taft total				\$24,000		
Tehachapi	9/21/2017	MO#17-03	Antelope Run Class I Bikepath Extension (I of III)	\$35,976	3	Completed - need invoice
Tehachapi	9/20/2018	MO#19-01	Antelope Run Class I Bikepath Extension (II of III)	\$136,104	3	Completed - need invoice
Tehachapi	9/19/2019	MO#19-03	Antelope Run Class I Bikepath Extension (III of III)	\$136,104	3	Completed - need invoice
Tehachapi	9/19/2019	MO#19-03	Bicycle Parking	\$3,000	3	Completed - need invoice
Tehachapi	9/19/2019	MO#19-03	Bicycle Safety Program	\$2,000	3	Completed - need invoice
Tehachapi	9/19/2019	MO#19-03	West Park Frontage Improvements (I of III)	\$49,719	3	Completed - need invoice
Tehachapi total				\$0		
Wasco	9/15/2016	MO#16-05	Bike Safety Program	\$2,000	3	Completed - awaiting invoice
Wasco	9/21/2017	MO#17-03	Palm Avenue Bike and Pedestrian Improvements	\$25,000	3	Completed - and funded
Wasco	9/20/2018	MO#19-01	Bike Safety Program	\$2,000		Canceled as of April 12, 2021
Wasco	9/20/2018	MO#19-01	Sidewalks around St. John's School	\$33,000		Canceled as of April 12, 2021
Wasco	9/19/2019	MO#19-03	Bicycle Parking	\$3,000	1	
Wasco	9/19/2019	MO#19-03	Bicycle Safety Program	\$2,000	1	
Wasco total				\$5,000		
Current outstanding Article 3 project dollars unreported or uncompleted				\$880,257		

April 23, 2021

TO: TTAC Members and Project Managers

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco, Regional Planner

RE: Project Delivery Score Card



Federal Transportation Improvement Program

		Federal/State \$ in FY 20/21			
FY 2020-21	No. of Projects	Preliminary Engineering	Construction	% of funding	
ATP	7	\$1,075,000	\$4,425,000		
CMAQ	17	\$1,569,936	\$9,508,609		
RSTP/HIP	16	\$408,731	\$13,506,245		
Totals	40	\$3,053,667	\$27,439,854	100%	
1. Not Submitted					
	No. of Projects	Preliminary Engineering	Construction	% of funding	
ATP	2	\$854,000	\$714,000		
CMAQ	2	\$0	\$2,587,820		
RSTP/HIP	0	\$0	\$0		
Total	4	\$854,000	\$3,301,820	14%	
2. Submitted					
	No. of Projects	Preliminary Engineering	Construction	% of funding	
ATP	3	\$119,000	\$2,411,000		
CMAQ	4	\$0	\$2,887,297		
RSTP/HIP	4	\$111,539	\$1,313,976		
Total	11	\$230,539	\$6,612,273	22%	
3. State/Federal Approvals					
	No. of Projects	Preliminary Engineering	Construction	% of funding	
ATP	2	\$102,000	\$1,300,000		
CMAQ	11	\$1,569,936	\$4,033,492		
RSTP/HIP	12	\$297,192	\$12,192,269		
Total	25	\$1,969,128	\$17,525,761	64%	

Legend:

ATP – Active Transportation Program;

CMAQ – Congestion Mitigation Air Quality Program;

RSTP/HIP – Regional Surface Transportation Program/Highway Infrastructure Program

Lead	PIN	Project No./ Grant No.	Description	Federal/ State PE	Federal/ State CON	Total	Date Expect to Submit	Note
Bakersfield	KER180403	STPL- 5109(262)	New Stine Rd from Ming Ave to Stockdale Hwy; rehabilitation	\$0	\$3,762,525	\$4,250,000	CON - done	3
		STPL- 5109(263)	South H St from Panama Ln to Pacheco Rd; rehabilitation	\$0	\$2,669,475	\$3,015,334	CON - done	3
Bakersfield	KER180507	CML- 5109(268)	Signal Coordination Part 1: Along Truxtun Ave, H St, Oak St, Ming Ave, Hageman Rd, Coffee Rd, Chester Ave, 23rd St, and 24th St; installation of traffic signal interconnect/synchronization	\$0	\$1,593,540	\$1,800,000	April 2021	2
		CML- 5109(269)	New Stine Rd between Panama Lane and Mohawk St & Calloway Dr between White Ln and Brimhall Rd; install traffic signals communication	\$0	\$531,180	\$600,000	CON - done	3
		CML- 5109(264)	Wible Rd at McKee Rd; traffic signal & Wible Rd between McKee Rd and Hosking Ave; synchronization	\$0	\$586,319	\$662,283	CON - done	3
		CML- 5109(265)	McKee Rd at Ashe Rd; install traffic signal	\$0	\$287,722	\$325,000	CON - done	3
Bakersfield	KER200507	CML- 5109(266)	Along Pacheco Rd between Stine Rd and Wible Rd; construct multi-use path	\$0	\$439,020	\$495,900	April 2021	2
Bakersfield	KER200507	CML- 5109(261)	Stockdale Ranch Dr to Kern River bike path south of Stockdale Hwy crossing Kern River; construct multi-use path	\$0	\$1,770,600	\$2,300,000	April 2021	1
Cal. City	KER180403	STPHIPL- 5399(030)	Hacienda Blvd from Cal City Blvd to Eucalyptus Ave; pavement rehabilitation	\$49,222	\$0	\$55,598	PE - done	3
Cal. City	KER200502	CML- 5399(031)	Mendiburu Rd from Hacienda Blvd to Neuralia Rd; surface unpaved street	\$33,641	\$0	\$38,000	PE - done	3
Delano	KER180403	STPL-5227- (065)	Albany St from Garces Hwy to 20th Ave; pavement resurfacing and/or rehabilitation	\$0	\$607,803	\$686,551	April 2021	2
			Cecil Ave from Randolph St to Browning Rd; pavement resurfacing and/or rehabilitation	\$0	\$282,196	\$318,758	April 2021	2
KCOG	KER200401	STPLNI- 6087(067)	In Kern County: Regional Traffic Count Program	\$0	\$79,677	\$90,000	CON- done	3
KCOG	KER200501	CML- 6087(069)	In Kern County: CommuteKern's Rideshare Program	\$0	\$211,602	\$239,018	Feb 2021	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

Lead	PIN	Project No./ Grant No.	Description	Federal/ State PE	Federal/ State CON	Total	Date Expect to Submit	Note
Kern Co. (for Arvin)	KER180403		Haven Dr from Meyer St to Derby St; resurfacing/ rehabilitation	\$111,539	\$0	\$125,991	April 2021	2
Kern Co. (for Arvin)	KER161010		Varsity Road Pedestrian and Bicycle Project [Note: \$119,000 FY 19/20 PE time extension approved; CON time extension pending]	\$119,000	\$714,000	\$714,000	PE/CON - April 2021	2a, 1
Kern Co.	KER161008		Rosamond Boulevard Pedestrian Path Project	\$0	\$680,000	\$680,000	March 2021	2a
Kern Co.	KER171001		Virginia Street Pedestrian Path Project	\$0	\$1,731,000	\$1,956,000	March 2021	2a
		STPL- 5950(479)	Near Arvin: Edison Rd from SR 223 to Di Giorgio Rd; road rehabilitation	\$0	\$4,510,363	\$5,094,729	CON- done	3
Kern Co.	KER180403	STPL- 5950(480)	Near Bakersfield: Union Ave from Panama Rd to Bakersfield City Limits; road rehabilitation	\$0	\$1,170,229	\$1,321,845	CON- done	3
		STPCML- 5950(483)	Near Bakersfield: Hughes Ln from Terrace Way to Bakersfield City Limits; road rehabilitation	\$0	\$423,977	\$478,908	April 2021	2
Kern Co.	KER200402	STPL- 5950(487)	Bakersfield: Rosedale Hwy from Heath Rd to Allen Rd; widening (PE only)	\$50,000	\$0	\$56,479	PE - done	3
Kern Co.	KER200403	STPL- 5950(488)	Near Weldon: Sierra Way at South Fork Kern River; bridge (PE only)	\$46,015	\$0	\$51,977	PE - done	3
		CML- 5950(485)	Bakersfield: Intersection of Flower Street and Virginia Street; construct a traffic signal and ancillary facilities	\$0	\$594,703	\$671,754	CON - done	3
		CML- 5950(484)	Oildale: Intersection of Manor St and Day Ave; construct a traffic signal and ancillary facilities	\$0	\$838,419	\$947,046	CON - done	3
Kern Co.	KER180507	CML- 5950(482)	Lake Isabella: Intersection of Elizabeth Norris Rd and Lake Isabella Blvd; traffic signal and ancillary facilities	\$0	\$638,692	\$721,442	CON- done	3
		STPCML- 5950(483)	Bakersfield: Hughes Lane from Terrace Way to Bakersfield City Limits, and a portion of colton Street (0.3 miles); surface existing paved shoulders	\$0	\$643,135	\$726,460	April 2021	2
Kern Co.	KER191002		In Bakersfield: South Chester Ave, Ming Ave to Sandra Dr; pedestrian safety, accessibility, crossing improvements	\$102,000	\$0	\$115,000	RW - done	3
Kern Co.	KER191003		In Lake Isabella: Walk Isabella - Lake Isabella Blvd and Erskine Creek Rd: pedestrain and cyclist safety and accessibility improvements [Note: PE time extension pending]	\$854,000	\$0	\$994,000	April 2021	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

Lead	PIN	Project No./ Grant No.	Description	Federal/ State PE	Federal/ State CON	Total	Date Expect to Submit	Note
McFarland	KER200404	STPL- 5343(017)	2nd St from Westside Corner of Harlow Ave to California Ave; landscape and pedestrian improvements	\$45,150	\$0	\$51,000	PE - done	3
Ridgecrest	KER180403	STPL- 5385(067)	W. Ward Ave between N. China Lake Blvd and N. Norma St; resurfacing	\$46,344	\$0	\$52,349	PE - done	3
Ridgecrest	KER200508	CML- 5385(069)	City Corporation Yard; install electric vehicle charging station and solar photovoltaic system	\$0	\$556,457	\$634,200	CON- done	3
Shafter	KER200506	CML- 6206(030)	Santa Fe Way (SR 43) and E Los Angeles Ave/S Beech Ave Intersection; construct roundabout	\$1,327,950	\$0	\$1,500,000	PE - done	3
Tehachapi	KER180403	STPL- 5184(037)	Synder Ave between Tehachapi Blvd and Valley Blvd; rehabilitation and resurfacing	\$20,623	\$0	\$22,988	PE - done	3
Tehachapi	KER200505	CML- 5184(038)	Pinon Street from Brandon Lane east to Dennison Road; pave an unpaved street and install class II bike lane [Note: possibly moving CON to FY 21/22]	\$68,079	\$817,220	\$1,000,000	PE - done; CON - 2022	3,1
Tehachapi	KER191001		In Tehachapi: SRTS Synder Avenue Gap Closure Project - various locations; install sidewalks and bike lanes, improve crosswalks	\$0	\$1,300,000	\$1,300,000	CON - done	3
Wasco	KER180403	STPHIPL- 5287(059)	Palm Ave from Jackson Ave to Gromer Ave at various locations; pavement rehabilitation	\$39,838	\$0	\$45,000	PE - done	3
Wasco	KER180507	CML- 5287(058)	N. Palm Ave. between Margalo St. and Gromer Ave; pave shoulders, construct bicycle and pedestrian facilities	\$140,266	\$0	\$158,440	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							



May 5, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco, *RP*
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VII.
INTELLIGENT TRANSPORTATION SYSTEMS (ITS) KERN UPDATE –
MONITORING PROGRAM

DESCRIPTION:

As per the ITS Plan for Kern Region - Monitoring Program, updates to the ITS Plan project list are due May 21, 2021.

DISCUSSION:

Background

The ITS Plan for the Kern Region was approved by the Kern COG Board on June 21, 2018 and Federally acknowledged on July 9, 2018. The ITS Plan serves as a planning roadmap for ITS strategies and projects to be implemented in the region. This Plan provides guidance to stakeholders on the planning, development, and funding of ITS projects. The contents of this document include project and strategy prioritization and phasing, and then makes recommendations for the use and maintenance of the Regional ITS Architecture to ensure that the projects and strategies from the Plan are implemented.

The 2018 ITS Plan for the Kern Region is posted on the Kern COG website at:

<https://www.kerncog.org/wp-content/uploads/2018/06/Final-Del-12-2018-ITS-Plan-for-the-Kern-Region.pdf>.

Monitoring Program

Section 12.4 of the ITS Plan reads: Annually, a listing of the projects recommended in the ITS Plan will be produced and a project status update will be requested. A status report would be provided to the Transportation Technical Advisory Committee and Kern COG Board.

Please review Table 12-1 Kern Region Prioritized Project List and provide updates by May 21, 2021 to rpacheco@kerncog.org. Updates received will be part of a staff report for the June 2, 2021 Transportation Technical Advisory Committee and June 17, 2021 Kern COG Board meeting.

Attachment: Table 12-1: Kern Region Prioritized Project List

ACTION: Information.

Table 12-1: Kern Region Prioritized Project List

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
SHORT TERM								
1	ITS Data Warehouse (Phase 1)	As part of Phase 1, this system will develop an ITS historical data archive for all relevant ITS data and provide a centralized system to share data between Caltrans and other local transportation agencies. Data collected can provide information for use in monitoring and evaluating the performance and safety of the transportation system, fulfilling data reporting requirements, and other planning or operational functions. Such a data archive could be utilized as the foundation for real time data and information exchange and/or for providing content to a real-time traveler information system. This system would also interconnect transit management systems and centers within the Region. This project would enable transit agencies to exchange incident, vehicle location, and arrival status information among multiple transit operators. This would enable the agencies to share vehicle location information to better coordinate service at common service boundaries.	Short Term	116	Improve information exchange between Caltrans and local transportation agencies	Data Management Program	Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern	<ul style="list-style-type: none"> • The system will depend on a vehicle detection system • The system will depend on the collection and sharing of video and traffic data • The system will depend on robust communications in the Region • The system will depend on willingness of multiple agencies to connect and share data

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
2	Construction and Maintenance Coordination	This system will be used to share information between all agencies to coordinate any construction and maintenance efforts.	Short Term	113	Coordinate construction and maintenance project schedules within and between agencies	Maintenance and Construction Program	Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern	<ul style="list-style-type: none"> The system will depend on willingness of multiple agencies to connect and share data
3	Work Zone Technology	This proposed system will provide the deployment of technology to collect and distribute warning information about potential work zone hazards.	Short Term	102	Warn work crews of errant vehicles	Maintenance and Construction Program	Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern	<ul style="list-style-type: none"> The system will depend on the deployment of technologies capable of communicating with a central system or internet to access third party data/management system
4	Traffic Signal System (Phase 1)	This project will implement signal timing and coordination improvements to help reducing traffic congestion.	Short Term	118	Improve signal timing/coordination	Traffic Management Program	Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern	<ul style="list-style-type: none"> The system will depend on the jurisdictions having a traffic signal control system
				107	Reduce recurring traffic congestion			
5	Regional Transportation Management Center (TMC) Coordination and Traveler	This project supports the ITS data warehouse project. The links would enable data sharing among the transportation agencies and emergency response to provide up to date information to travelers.	Short Term	129	Provide routing (detour) information to travelers during incident, construction, weather events, special events, etc.	Traveler Information Program	Airports Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland	<ul style="list-style-type: none"> The system will depend on a robust traffic signal control system The system will depend on

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
	Information (Phase 1)			122	Provide/enhance road weather conditions information to travelers		City of Shafter City of Taft City of Tehachapi County of Kern Delano Area Rapid Transit (DART) Golden Empire Transit District (GET) Kern Transit Media National Weather Service Private Sector Data Collector	willingness of multiple agencies to connect and share data
			116	Provide roadway closure/restriction information				
			129	Provide information on planned special events				
			103	Provide incident information to travelers				
6	Traffic Information to Emergency Responders	This system will provide technology to distribute traffic information to emergency responders.	Short Term	103	Provide real-time traffic information to emergency responders	Public Safety Program		<ul style="list-style-type: none"> The system will depend on willingness of multiple agencies to connect and share data The system will depend on having a central management system from which to monitor and manage technology
7	Efficient Incident Clearance Education	Work with all emergency responders in the region to establish a plan to reduce incident clearance time.	Short Term	97	Reduce incident clearance time	Public Safety Program	City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern CHP Central Division Private Emergency Service Providers	<ul style="list-style-type: none"> The system will depend on willingness of multiple agencies to connect and share data
MEDIUM TERM								

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
8	HAZMAT Response and Tracking	This system will support commercial vehicle operations to improve response time to the Emergency Management Center and develop tracking for HAZMAT vehicles.	Medium Term	93	Improve response to HAZMAT incidents	Commercial Vehicle Operations Program	Caltrans Districts Commercial Vehicle Companies	• The system will depend on willingness of multiple agencies to connect and share data
				72	Provide tracking of HAZMAT vehicles			
9	Commercial Vehicle Tracking	This system will implement tracking technology for commercial vehicles that has the capabilities of providing routing information.	Medium Term	75	Provide better vehicle restrictions and roadway closure information to commercial vehicles	Commercial Vehicle Operations Program	CHP Central Division	• The system will depend on willingness of multiple agencies to connect and share data
10	ITS Data Warehouse (Phase 2)	As part of Phase 2, the system established in Phase 1 will be integrated to provide an ITS historical data archive for all relevant ITS data and provide a centralized system to share data between the transportation and transit agencies. Data collected can provide information for use in monitoring and evaluating the performance and safety of the transportation system, fulfilling data reporting requirements, and other planning or operational functions. Such a data archive could be utilized as the foundation for real time data and information exchange and/or for providing content to a real-time traveler information system. This system would also interconnect transit management systems and centers within the Region. This project would enable transit agencies to exchange incident, vehicle location, and arrival status information among multiple transit operators. This would enable the agencies to share vehicle location information to better coordinate service at common service boundaries.	Medium Term	95	Improve information exchange between transportation and transit agencies	Data Management Program		• The system will depend on willingness of multiple agencies to connect and share data
				92	Improve data collection and archiving			
				84	Implement a central information/data clearinghouse			

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
11	ITS Data Implementation	This strategy will use information gathered from connected vehicles and the ITS Data warehouse to planning, modeling, and other analysis purposes.	Medium Term	95	Use archived data for planning, modeling, analysis and traffic management strategy development	Data Management Program		<ul style="list-style-type: none"> The system will depend on the implementation of an ITS Data Warehouse from which analysis can be performed
12	Infrastructure Conditions Monitoring	This proposed system will implement technology to collect infrastructure condition information.	Medium Term	91	Monitor transportation infrastructure	Data Management Program		<ul style="list-style-type: none"> The system will depend on having a central management system from which to monitor and manage technology
13	Work Zone Monitoring and Information Distribution	This system will manage work zones, control traffic in work zone areas. Traffic conditions will be monitored using CCTV cameras and controlled using dynamic message signs (DMS), Highway Advisory Radio (HAR), gates and barriers. Work zone information will be coordinated with other transportation agencies. The system will provide information about work zone speeds and delays to motorist prior to the work zones.	Medium Term	91	Provide/enhance enforcement in work zones	Maintenance and Construction Program	Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern	<ul style="list-style-type: none"> The system will depend on the collection and sharing of video and traffic data The system will depend on regional TMC coordination
				89	Provide travel times/delays through work zones			
14	Emergency Communication System	Upgrade emergency communications to have the ability to share real-time condition information with emergency responders and public safety to support faster emergency response. This may involve CAD system center-to-center interfaces, list serves, or other standardized methods of communicating conditions between services in the region.	Medium Term	99	Improve a multi-agency, system-coordinated response to major incidents	Public Safety Program	Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern CHP Central Division Private Emergency Service Providers	<ul style="list-style-type: none"> The system will depend on robust communications in the Region The system will depend on willingness of multiple agencies to connect and share data
				97	Provide incident information to emergency management agencies			
				95	Improve communications in rural areas			
				93	Improve interagency communications			
				93	Improve incident notification to agencies			

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
				91	Improve incident response			
15	Emergency Vehicle Technology	This system will update emergency vehicle technologies to include preemption and provide more robust information sharing technologies.	Medium Term	82	Expand emergency vehicle preemption	Public Safety Program	City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern CHP Central Division Private Emergency Service Providers	<ul style="list-style-type: none"> • Future EVP deployments may utilize appropriate connected vehicle communications infrastructure and technologies
				78	Provide/enhance mobile data terminals for emergency vehicles			
				76	Provide/enhance automatic vehicle location (AVL) for emergency vehicles			
16	Transit Management System	Upgrade and or install computer aided (CAD) and automated vehicle location (AVL) systems in transit vehicles, including interfaces with other transit management systems. The system should be able to receive and send out location and any emergency information.	Medium Term	96	Receive real-time roadway congestion information	Public Transportation Program	DART Golden Empire Transit District (GET) Kern Transit	<ul style="list-style-type: none"> • The system will depend on the jurisdictions having a traffic signal control system • The system will depend on robust communications in the Region
				88	Coordinate timed transfers between routes, providers and modes			
				87	Develop mobile apps to provide static and real-time transit information			
				86	Expand/enhance/upgrade computer aided dispatch (CAD) system			
				85	Provide transit information using social media			
				84	Enhance 511 to provide static and real-time transit information			
				83	Receive roadway incident information			

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
				81	Implement/enhance web-based trip planner			
				79	Provide real-time transit arrival/departure information on web site			
				76	Expand/enhance/upgrade automatic vehicle location (AVL) system			
				75	Expand security cameras on transit vehicles, at transit stations/stops and park-and-ride facilities			
				74	Implement transit signal priority technology			
17	Speed Warning and Enforcement System	This proposed system will monitor vehicle speeds and supports warning drivers when their speed is excessive. The system can also include notifications to an enforcement agency to enforce the speed limits at a location. Roadside equipment and communications will need to be installed to support this system.	Medium Term	90	Provide/enhance speed enforcement at high risk locations	Traffic Management Program	City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern CHP Central Division	<ul style="list-style-type: none"> The system will depend on having a central management system from which to monitor and manage technology
18	Traffic Congestion Data Collection	This system will work to share congestion, public safety data, incident information, and surveillance video among different traffic management centers.	Medium Term	99	Share congestion information with other agencies	Traffic Management Program	City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern CHP Central Division	<ul style="list-style-type: none"> The system will depend on the jurisdictions having a traffic signal control system
			89	Share public safety/computer aided dispatch (CAD) data with transportation agencies				
			81	Share incident information with other agencies				

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
				71	Share surveillance video and data with PSAPs/emergency responders			
19	Arterial Traffic Congestion Warning	This project will work in conjunction with the Regional TMC Coordination and Traveler Information (Phase 1) and the Freeway Traffic Congestion Warning systems to provide motorists with advance notice of traffic congestion and suggestion of alternate routes during incidents.	Medium Term	85	Reduce traffic congestion during incidents	Traffic Management Program	City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern CHP Central Division	<ul style="list-style-type: none"> The system will depend on the jurisdictions collecting traffic congestion data The system will depend on a robust traffic signal control system
20	Traffic Signal System (Phase 2)	Upgrade traffic signal hardware and provide technology to provide the ability to control signal timing remotely.	Medium Term	82	Upgrade signal hardware	Traffic Management Program	Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern	<ul style="list-style-type: none"> The system will depend on the jurisdictions having a traffic signal control system
				80	Coordinate arterial and freeway management strategies			
				79	Improve/implement ability to remotely modify signal timing			
21	Intersection Warning System	This system will warn approaching vehicles of upcoming crashes at an upcoming intersection.	Medium Term	73	Implement intersection collision warning/avoidance systems	Traffic Management Program		<ul style="list-style-type: none"> The system will depend on a robust traffic signal control system
22	Incident Response System	This project will work in coordination with emergency responders to provide incident detection technology and provide updated computer aided dispatch (CAD) systems.	Medium Term	91	Improve incident detection	Traffic Management Program		<ul style="list-style-type: none"> The system will depend on having a central management system from which to monitor and manage technology The system will depend on willingness of multiple agencies to
				86	Enhance computer aided dispatch (CAD) systems			

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
								connect and share data
23	Freeway Traffic Congestion Warning	This project will work in conjunction with the Regional TMC Coordination and Traveler Information (Phase 1) and the Arterial Traffic Congestion Warning systems to provide motorists with advance notice of traffic congestion and suggestion of alternate routes during incidents.	Medium Term	96	Reduce recurring traffic congestion	Traffic Management Program		<ul style="list-style-type: none"> The system will depend on a robust traffic signal control system
				85	Reduce traffic congestion during incidents			
				90	Provide/enhance speed enforcement at high risk locations			
24	Roadway Hazard Warning System	This system will implement sensors and other technology to provide warning to transportation agencies, emergency management centers, and motorists on flooding on roadways.	Medium Term	86	Provide roadway flood warnings	Traffic Management Program		<ul style="list-style-type: none"> The system will depend on a robust traffic signal control system
25	Regional Transportation Management Center (TMC) Coordination and Traveler Information (Phase 2)	This project supports the ITS data warehouse project. The links would enable data sharing among a wide variety of traffic, transit and emergency management agencies in the Region. Communications links may interconnect all local jurisdictions and agencies, emergency operations centers, and public safety agencies, such as law enforcement and other emergency responder entities. This project would also provide interfaces to traveler information systems, from which the public can access traveler information via cell phones, land lines, websites, and personal electronic devices.	Medium Term	96	Provide/enhance congestion information to travelers	Traveler Information Program	Airports Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern DART Golden Empire Transit District Kern Motorist Aid Authority Kern Transit Media Private Sector Data Collector	<ul style="list-style-type: none"> The system will depend on robust communications in the Region The system will depend on a robust traffic signal control system The system will depend on willingness of multiple agencies to connect and share data The system will depend on transportation management entities having robust, modern, full function transportation management systems
				95	Improve quality, consistency and thoroughness of traveler information			
				94	Provide more timely incident information to travelers			
				93	Provide information on roadway construction and maintenance activities			
				89	Use social media for traveler information dissemination			
				89	Improve 511 system/web site			
				89	Enhance freeway/expressway traffic map			

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
				85	Send email alerts of major incidents to major employers			
				75	Provide freeway/expressway travel times			
				75	Provide arterial travel times (on major arterials)			
				71	Improve ridesharing program/website			
				70	Enhance arterial traffic map			
26	Queue Length Warning System	This proposed system will monitor and advice motorists of upcoming queues in and near work zones.	Medium Term	93	Provide advisory to warn traffic of a stopped queue in/near work zones	Vehicle Safety Program		• The system will depend on having a central management system from which to monitor and manage technology
				70	Monitor queue lengths in/near work zones			
27	Environmental Detection System	This proposed system will establish technology for detection and monitoring of environmental, weather, and road conditions throughout the region. The system will detect environmental hazards and alert drivers of unsafe conditions or road closures.	Medium Term	88	Expand coverage of environmental/weather /road conditions detection/monitoring systems	Weather Program	Caltrans Districts County of Kern National Weather Service	• The system will depend on having a central management system from which to monitor and manage technology
28	Establish Freeway Service Patrol System	Establish a freeway service patrol system service including staff, vehicles, and equipment to support the service.	Medium Term	56	Install/upgrade automatic vehicle location (AVL) on freeway service patrol vehicles	Public Safety Program	Caltrans Districts	• The system will depend on having a central management system from which to monitor and manage technology
LONG TERM								
29	Upgraded Arterial Management System	This system may include the following elements, but is not limited to: enhancements to the central system(s), closed circuit television (CCTV) cameras and systems, highway	Long Term	69	Expand CCTV camera coverage on arterials	Traffic Management Program	City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter	• The system will depend on the collection and sharing of video and traffic data
				68	Develop/implement system-wide arterial management strategies			

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
		advisory radio (HAR) systems and transmitters, arterial changeable message signs (CMS), traffic monitoring stations (TMS), and communications infrastructure.		63	Reduce vehicle delays at rail grade crossings		City of Taft City of Tehachapi County of Kern	<ul style="list-style-type: none"> • The system will depend on the jurisdictions having a traffic signal control system • The system will depend on robust communications in the Region • The system will depend on regional TMC coordination
			54	Implement/expand dynamic message sign (DMS) installations on arterials				
			53	Implement/improve inter-jurisdictional signal coordination				
			63	Provide health monitoring of traffic signal equipment at intersections and rail crossings				
30	Upgraded Freeway Management System	This project includes the expansion of the many and varied Caltrans freeway management systems and field elements that are monitored and controlled by Caltrans. System elements referenced by this project include, but are not limited to: enhancements to the central system(s), closed circuit television (CCTV) cameras and systems, highway advisory radio (HAR) systems and transmitters, road weather information systems (RWIS) and field sensors, changeable message signs (CMS), traffic monitoring stations (TMS) and communications infrastructure. This project also includes deploying robust communications infrastructure capable of providing backbone, interconnect, and redundant communications between ITS field devices and a central system, and between ITS filed devices in the field.	Long Term	69	Implement/improve incident detection capabilities	Traffic Management Program	Caltrans Districts	<ul style="list-style-type: none"> • The system will depend on the collection and sharing of video and traffic data
			54	Expand freeway/expressway dynamic message signs (DMS)				
			45	Expand highway advisory radio (HAR) coverage on freeways/expressways				
			69	Expand CCTV coverage on freeways/expressways				
			51	Improve/expand vehicle detection coverage on freeways/expressways				
			50	Implement variable speed limits				
			44	Improve ramp metering operations				
			18	Implement automated/remote control gate systems				

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
31	Roadway Condition Warning System	This system will provide roadway warnings including curve speed, vehicle-over-height detection, and provide monitoring technology for queue lengths at ramps.	Long Term	66	Provide curve speed warning	Vehicle Safety Program	City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern	• The system will depend on having a central management system from which to monitor and manage technology
				61	Provide vehicle-over-height detection/warnings			
				49	Monitor queue lengths at ramp locations			
32	Commercial Vehicle Enforcement	This proposed system will monitor commercial vehicle violations with the deployment of weigh-in-motion technologies especially in areas with a history of violations. The system shall also provide information on commercial vehicle operations permit restrictions.	Long Term	69	Provide target enforcement at locations with history of violations	Commercial Vehicle Operations Program	CHP Central Division	• The system will depend on the collection and sharing of commercial vehicle information with private fleets and CHP/DMV
				59	Reduce commercial vehicle weight, width and height violations			
				58	Provide information on commercial vehicle operations (CVO) permit restrictions			
				52	Deploy weigh-in-motion/mobile weigh enforcement technology			
33	Commercial Vehicle Traveler Information	This system will implement traveler information services that provide both pre-trip and en-route information to commercial vehicles which can include information such as truck parking locations.	Long Term	54	Provide interstate/inter-regional traveler information for commercial vehicles	Commercial Vehicle Operations Program	CHP Central Division	• The system will depend on the collection and sharing of commercial vehicle information with private fleets and CHP/DMV • The system will depend on willingness of multiple agencies to connect and share data

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
34	Data Collection for Roadway Network	This system will provide a framework to improve data collection capabilities for the arterial and freeway management systems.	Long Term	65	Improve data collection capabilities	Data Management Program	Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern	<ul style="list-style-type: none"> The system will depend on the collection and sharing of video and traffic data The system will depend on willingness of multiple agencies to connect and share data
				57	Improve data collection on freeways/expressways			
35	Smart Work Zone Technology	This system improves the work zone technology to provide smart technology where data is collected and distributed to provide warning information about potential work zone hazards. The smart work zone technology should also be able to warn travelers about trucks that are entering and exiting work zones and be able to track work zone maintenance fleets.	Long Term	69	Implement Smart Work Zone technology	Maintenance and Construction Program	Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern	<ul style="list-style-type: none"> The system will depend on having a central management system from which to monitor and manage technology
				51	Warn travelers about trucks entering/existing work zones			
				43	Track locations of maintenance fleet			
36	Parking Management System	This proposed system will monitor and provide information on available parking facilities and parking availability. This system monitors and manages parking spaces in lots, garages, and other parking areas and facilities.	Long Term	53	Provide information on available truck parking facilities	Parking Management Program	Caltrans Districts City of Bakersfield	<ul style="list-style-type: none"> The system will depend on having a central management system from which to monitor and manage technology
37	Upgrade Freeway Service Patrol System	Provide technology upgrades to the freeway service patrol system.	Long Term	56	Install/upgrade automatic vehicle location (AVL) on freeway service patrol vehicles	Public Safety Program	Caltrans Districts	<ul style="list-style-type: none"> The system will depend on having a central management system from which to monitor and manage technology
				53	Implement/upgrade computer aided dispatch (CAD) system for freeway service patrol			

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
38	Transit Vehicle Technologies System	Upgrade transit vehicles with enhanced remote for monitoring mechanical conditions, upgrade to automated enunciators and automatic passenger counters.	Long Term	68	Implement/enhance remote monitoring of transit vehicle mechanical condition	Public Transportation Program	DART Golden Empire Transit District Kern Transit	<ul style="list-style-type: none"> The system will depend on having a central management system from which to monitor and manage technology
				66	Provide on-line reservation system for demand-responsive transit services			
				64	Provide on-board automated enunciators			
				59	Expand/upgrade automated passenger counters			
39	Air Quality Data Collection and Monitoring	This proposed system would implement data collection and monitoring of air quality throughout the region.	Long Term	68	Monitor/collect air quality data	Sustainable Travel Program	Caltrans Districts County of Kern Kern COG	<ul style="list-style-type: none"> The system will depend on having a central management system from which to monitor and manage technology
				57	Monitor/collect air quality data			
40	Traffic Signal System (Phase 3)	Upgrade traffic signal hardware and provide autonomous commercial vehicle and autonomous passenger vehicle technology.	Long Term	82	Upgrade signal hardware	Traffic Management Program	Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern	<ul style="list-style-type: none"> The system will depend on the jurisdictions having a traffic signal control system
				80	Coordinate arterial and freeway management strategies			
				79	Improve/implement ability to remotely modify signal timing			



VIII. TTAC

May 5, 2021

TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: Ahron Hakimi,
Executive Director

By: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VIII.
KERN COG SENATE BILL NO. 1 TRANSIT – CALTRANS STATE OF
GOOD REPAIR ESTIMATED FY 2021-22 ANNUAL APPORTIONMENT

DESCRIPTION:

Caltrans State of Good Repair (SGR) Program allocates annual funds from Senate Bill No.1 legislation to the Kern region.

DISCUSSION:

The Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), signed by the Governor on April 28, 2017, includes a program that will provide additional revenues for transit infrastructure repair and service improvements. This investment in public transit will be referred to as the State of Good Repair (SGR) Program. This program receives funding of approximately \$105 million annually. SGR funds are to be made available for eligible transit maintenance, rehabilitation, and capital projects.

SB 1 emphasizes the importance of accountability and transparency in the delivery of California's transportation programs. Therefore, to be eligible for SGR funding, potential agencies must comply with various reporting requirements. The SGR Guidelines will describe the general policies and procedures in carrying out the reporting requirements and other statutory objectives of the Road Repair and Accountability Act of 2017.

Kern COG staff is publishing Caltrans' SGR FY 2021-21 estimated annual apportionment initiated by Caltrans State of Good Repair (SGR) Program staff totaling \$1,438,351. **Caltrans will post the FY 2021-22 Kern region member agency's project document on the CalSMART website by mid or late July 2021. FY 2021 SGR projects are due to Caltrans on the CalSMART website no later than September 1, 2021.**

Kern COG staff has prepared a regional **SGR** Kern regional apportionment schedule (See below) to ensure this year's **SGR** projects are funded.

Agency	99313	99314	50 percent	Total Apportionment
Arvin	\$32,048	\$641	\$0	\$32,689
California City	\$20,936	\$266	\$0	\$21,202
Delano	\$78,405	\$2,882	\$0	\$81,287
GET	\$580,668	\$60,663	\$0	\$641,331
Kern Transit	\$473,544	\$12,321	\$0	\$485,865
McFarland	\$21,272	\$125	\$0	\$21,397
Ridgecrest	\$43,392	\$1,642	\$0	\$45,034
Shafter	\$30,221	\$594	\$0	\$30,815
Taft	\$12,833	\$3,714	\$0	\$16,547
Tehachapi	\$18,862	\$291	\$0	\$19,153
Wasco	\$42,703	\$328	\$0	\$43,031
Region Total	\$1,354,884	\$83,467	\$0	\$1,438,351

Caltrans requires Kern COG to submit a Kern COG Board adopted a resolution that supports the Kern region SGR projects. Caltrans SGR eligible applicants are required to complete an SGR Project Submittal List from Caltrans's "CalSMART" online reporting tool (<https://calsmart.dot.ca.gov>). Please contact Bob Snoddy at 661-635-2916 or e-mail bsnoddy@kerncog.org for any questions or additional information.

Action:

Information

Attachment: State Controller's Office Kern region SGR Kern regional apportionment schedule for FY 2021-22



BETTY T. YEE
California State Controller

January 28, 2021

County Auditors Responsible for State of Good Repair Program Funds
Transportation Planning Agencies
County Transportation Commissions
San Diego Metropolitan Transit System

SUBJECT: Fiscal Year 2021-22 State of Good Repair Program Allocation Estimate

Enclosed is the summary schedule of State of Good Repair (SGR) program funds available to be allocated for fiscal year (FY) 2021-22 to each Transportation Planning Agency (TPA), county transportation commission, and the San Diego Metropolitan Transit System for the purposes of Public Utilities Code (PUC) section 99312.1(c). Allocations for the SGR program are calculated pursuant to the distribution formulas in PUC sections 99313 and 99314. Also enclosed is a schedule detailing the estimated available amount calculated pursuant to PUC section 99314 for each TPA by operator.

PUC section 99313 allocations are based on the latest available annual population estimates from the Department of Finance. PUC section 99314 allocations are based on the revenue amount for each STA-eligible operator, determined from annual reports submitted to the State Controller's Office (SCO) pursuant to PUC section 99243.

According to the FY 2021-22 proposed California Budget, the estimated amount of SGR program funds budgeted is \$117,489,000. Prior to receiving an apportionment of SGR program funds in a fiscal year, an agency must submit a list of proposed projects to the California Department of Transportation (DOT). DOT reports to SCO the eligible agencies that will receive an allocation quarterly pursuant to PUC sections 99313 and 99314. SCO anticipates that the first quarter's allocation to eligible agencies will be paid by November 30, 2021. Please refer to the schedule for the amounts that relate to your agency.

Please contact Mike Silvera by telephone at (916) 323-0704 or email at msilvera@sco.ca.gov with any questions, or for additional information about this schedule. Information for the SGR program can be found on the DOT website at: <https://dot.ca.gov/programs/rail-and-mass-transportation/state-transit-assistance-state-of-good-repair>.

Sincerely,

MELMA DIZON
Manager
Local Apportionments Section

Enclosures

STATE CONTROLLER'S OFFICE
2021-22 STATE OF GOOD REPAIR PROGRAM
ESTIMATED AVAILABLE AMOUNT SUMMARY
JANUARY 28, 2021

<u>Regional Entity</u>	Estimated Available 2021-22 Amount Based on PUC 99313 Allocation	Estimated Available 2021-22 Amount Based on PUC 99314 Allocation	Total Estimated Available 2021-22 Amount Allocation
	A	B	C= (A + B)
Metropolitan Transportation Commission	\$ 11,503,725.00	\$ 31,477,988.00	\$ 42,981,713.00
Sacramento Area Council of Governments	2,889,328.00	1,018,082.00	3,907,410.00
San Diego Association of Governments	1,429,959.00	349,924.00	1,779,883.00
San Diego Metropolitan Transit System	3,506,932.00	1,440,702.00	4,947,634.00
Tahoe Regional Planning Agency	158,662.00	9,283.00	167,945.00
Alpine County Transportation Commission	1,687.00	132.00	1,819.00
Amador County Transportation Commission	55,633.00	2,105.00	57,738.00
Butte County Association of Governments	310,522.00	16,747.00	327,269.00
Calaveras County Local Transportation Commission	66,482.00	819.00	67,301.00
Colusa County Local Transportation Commission	32,341.00	1,453.00	33,794.00
Del Norte County Local Transportation Commission	40,309.00	2,109.00	42,418.00
El Dorado County Local Transportation Commission	255,622.00	17,845.00	273,467.00
Fresno County Council of Governments	1,511,119.00	274,689.00	1,785,808.00
Glenn County Local Transportation Commission	43,413.00	1,228.00	44,641.00
Humboldt County Association of Governments	196,837.00	33,789.00	230,626.00
Imperial County Transportation Commission	278,753.00	25,608.00	304,361.00
Inyo County Local Transportation Commission	27,442.00	0.00	27,442.00
Kern Council of Governments	1,354,884.00	83,467.00	1,438,351.00
Kings County Association of Governments	226,822.00	9,132.00	235,954.00
Lake County/City Council of Governments	94,563.00	5,144.00	99,707.00
Lassen County Local Transportation Commission	42,576.00	1,927.00	44,503.00
Los Angeles County Metropolitan Transportation Authority	15,021,664.00	19,459,001.00	34,480,665.00
Madera County Local Transportation Commission	233,524.00	7,854.00	241,378.00
Mariposa County Local Transportation Commission	26,679.00	753.00	27,432.00
Mendocino Council of Governments	129,864.00	9,876.00	139,740.00
Merced County Association of Governments	418,655.00	20,461.00	439,116.00
Modoc County Local Transportation Commission	14,132.00	1,110.00	15,242.00
Mono County Local Transportation Commission	19,882.00	29,125.00	49,007.00
Transportation Agency for Monterey County	651,404.00	202,511.00	853,915.00
Nevada County Local Transportation Commission	144,878.00	7,138.00	152,016.00
Orange County Transportation Authority	4,716,840.00	1,699,424.00	6,416,264.00
Placer County Transportation Planning Agency	467,171.00	68,143.00	535,314.00
Plumas County Local Transportation Commission	26,963.00	4,404.00	31,367.00
Riverside County Transportation Commission	3,606,374.00	597,994.00	4,204,368.00
Council of San Benito County Governments	92,072.00	1,561.00	93,633.00
San Bernardino County Transportation Authority	3,219,842.00	693,511.00	3,913,353.00
San Joaquin Council of Governments	1,142,367.00	266,140.00	1,408,507.00
San Luis Obispo Area Council of Governments	409,408.00	28,929.00	438,337.00
Santa Barbara County Association of Governments	667,200.00	168,359.00	835,559.00
Santa Cruz County Transportation Commission	400,510.00	359,756.00	760,266.00
Shasta Regional Transportation Agency	262,906.00	14,003.00	276,909.00
Sierra County Local Transportation Commission	4,728.00	183.00	4,911.00
Siskiyou County Local Transportation Commission	65,652.00	2,798.00	68,450.00
Stanislaus Council of Governments	823,529.00	46,798.00	870,327.00
Tehama County Transportation Commission	96,171.00	2,007.00	98,178.00
Trinity County Transportation Commission	20,006.00	786.00	20,792.00
Tulare County Association of Governments	708,747.00	75,370.00	784,117.00
Tuolumne County Transportation Council	81,092.00	2,096.00	83,188.00
Ventura County Transportation Commission	1,244,629.00	202,236.00	1,446,865.00
State Totals	\$ 58,744,500.00	\$ 58,744,500.00	\$ 117,489,000.00

STATE CONTROLLER'S OFFICE
2021-22 STATE OF GOOD REPAIR PROGRAM ESTIMATED AVAILABLE AMOUNT
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Regional Entity and Operator(s)	Revenue Basis	Estimated Available 2021-22 Amount Based on PUC 99314 Allocation
Altamont Corridor Express*		
Alameda County Congestion Management Agency	\$ NA	\$ 45,946.00
Santa Clara Valley Transportation Authority	NA	26,508.00
San Joaquin Regional Rail Commission	NA	148,441.00
Regional Entity Totals	<u>0</u>	<u>220,895.00</u>
	0	(220,895.00)
Metropolitan Transportation Commission		
Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco**	2,032,465,904	20,959,774.00
Central Contra Costa Transit Authority	12,684,408	130,808.00
City of Dixon	123,850	1,277.00
Eastern Contra Costa Transit Authority	6,132,724	63,244.00
City of Fairfield	2,250,751	23,211.00
Golden Gate Bridge Highway and Transportation District	138,827,667	1,431,657.00
Livermore-Amador Valley Transit Authority	6,084,421	62,746.00
Marin County Transit District	23,726,064	244,675.00
Napa County Transportation and Planning Agency	1,722,522	17,763.00
Peninsula Corridor Joint Powers Board	144,681,126	1,492,021.00
City of Petaluma	739,065	7,622.00
City of Rio Vista	39,373	406.00
San Francisco Bay Area Water Emergency Transportation Authority	39,452,081	406,849.00
San Mateo County Transit District	145,105,738	1,496,400.00
Santa Clara Valley Transportation Authority	439,800,215	4,535,433.00
City of Santa Rosa	2,483,478	25,611.00
Solano County Transit	5,290,076	54,554.00
County of Sonoma	3,459,517	35,676.00
Sonoma-Marin Area Rail Transit District	29,993,581	309,308.00
City of Union City	1,879,467	19,382.00
City of Vacaville	402,817	4,154.00
Western Contra Costa Transit Authority	8,044,931	82,963.00
Regional Entity Subtotals	<u>3,045,389,776</u>	<u>31,405,534.00</u>
Alameda County Congestion Management Agency - Corresponding to ACE*	NA	45,946.00
Santa Clara Valley Transportation Authority - Corresponding to ACE*	NA	26,508.00
Regional Entity Totals	<u>3,045,389,776</u>	<u>31,477,988.00</u>
Sacramento Area Council of Governments		
City of Davis (Unitrans)	2,957,630	30,501.00
City of Elk Grove	2,129,534	21,961.00
City of Folsom	335,031	3,455.00
County of Sacramento	1,189,071	12,262.00
Sacramento Regional Transit System	86,078,696	887,685.00
Yolo County Transportation District	4,689,895	48,364.00
Yuba Sutter Transit Authority	1,343,449	13,854.00
Regional Entity Totals	<u>98,723,306</u>	<u>1,018,082.00</u>

* The amounts allocated to the member agencies of Altamont Corridor Express are included with their corresponding transportation planning agency.

** The amounts for Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco are combined.

STATE CONTROLLER'S OFFICE
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Regional Entity and Operator(s)	Revenue Basis	Estimated Available 2021-22 Amount Based on PUC 99314 Allocation
San Diego Association of Governments North County Transit District	33,932,036	349,924.00
San Diego Metropolitan Transit System San Diego Metropolitan Transit System San Diego Transit Corporation San Diego Trolley, Inc. Regional Entity Totals	33,958,141 62,951,421 42,794,978 <u>139,704,540</u>	350,193.00 649,186.00 441,323.00 <u>1,440,702.00</u>
Southern California Regional Rail Authority*** Los Angeles County Metropolitan Transportation Authority Orange County Transportation Authority Riverside County Transportation Commission San Bernardino County Transportation Authority Ventura County Transportation Commission Regional Entity Totals	NA NA NA NA NA 0 0	1,224,268.00 537,633.00 273,579.00 276,266.00 130,928.00 <u>2,442,674.00</u> (2,442,674.00)
Tahoe Regional Planning Agency Tahoe Transportation District	900,147	9,283.00
Alpine County Transportation Commission County of Alpine	12,816	132.00
Amador County Transportation Commission Amador Regional Transit System	204,076	2,105.00
Butte County Association of Governments Butte Regional Transit City of Gridley - Specialized Service Regional Entity Totals	1,601,714 22,232 <u>1,623,946</u>	16,518.00 229.00 <u>16,747.00</u>
Calaveras County Local Transportation Commission County of Calaveras	79,417	819.00
Colusa County Local Transportation Commission County of Colusa	140,877	1,453.00
Del Norte County Local Transportation Commission Redwood Coast Transit Authority	204,530	2,109.00
El Dorado County Local Transportation Commission El Dorado County Transit Authority	1,730,379	17,845.00

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STATE CONTROLLER'S OFFICE
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Regional Entity and Operator(s)	Revenue Basis	Estimated Available 2021-22 Amount Based on PUC 99314 Allocation
Fresno County Council of Governments		
City of Clovis	1,770,328	18,256.00
City of Fresno	22,991,076	237,095.00
Fresno County Rural Transit Agency	1,875,194	19,338.00
Regional Entity Totals	26,636,598	274,689.00
Glenn County Local Transportation Commission		
County of Glenn Transit Service	119,071	1,228.00
Humboldt County Association of Governments		
City of Arcata	213,054	2,197.00
City of Blue Lake	0	0.00
Humboldt Transit Authority	3,063,481	31,592.00
Regional Entity Totals	3,276,535	33,789.00
Imperial County Transportation Commission		
Imperial County Transportation Commission	2,462,028	25,390.00
Quechan Indian Tribe	21,107	218.00
Regional Entity Totals	2,483,135	25,608.00
Inyo County Local Transportation Commission	None	None
Kern Council of Governments		
City of Arvin	62,152	641.00
City of California City	25,760	266.00
City of Delano	279,451	2,882.00
Golden Empire Transit District	5,882,508	60,663.00
County of Kern	1,194,767	12,321.00
City of McFarland	12,106	125.00
City of Ridgecrest	159,250	1,642.00
City of Shafter	57,568	594.00
City of Taft	360,169	3,714.00
City of Tehachapi	28,252	291.00
City of Wasco	31,839	328.00
Regional Entity Totals	8,093,822	83,467.00
Kings County Association of Governments		
City of Corcoran	122,620	1,265.00
Kings County Area Public Transit Agency	762,823	7,867.00
Regional Entity Totals	885,443	9,132.00
Lake County/City Council of Governments		
Lake Transit Authority	498,852	5,144.00
Lassen County Local Transportation Commission		
Lassen Transit Service Agency	186,872	1,927.00

STATE CONTROLLER'S OFFICE
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Regional Entity and Operator(s)	Revenue Basis	Estimated Available 2021-22 Amount Based on PUC 99314 Allocation
Los Angeles County Metropolitan Transportation Authority		
Antelope Valley Transit Authority	20,326,872	209,621.00
City of Arcadia	1,607,131	16,574.00
City of Burbank	3,769,842	38,876.00
City of Claremont	456,234	4,705.00
City of Commerce	4,235,696	43,681.00
City of Culver City	15,278,536	157,560.00
Foothill Transit Zone	67,815,955	699,351.00
City of Gardena	13,772,242	142,026.00
City of Glendale	8,225,171	84,822.00
City of La Mirada	874,670	9,020.00
Long Beach Public Transportation Company	60,542,189	624,341.00
City of Los Angeles	98,801,791	1,018,892.00
County of Los Angeles	6,316,927	65,143.00
Los Angeles County Metropolitan Transportation Authority	1,332,273,335	13,739,050.00
City of Montebello	20,096,742	207,247.00
City of Norwalk	9,188,277	94,754.00
City of Pasadena	7,704,457	79,452.00
City of Redondo Beach	2,905,619	29,964.00
City of Santa Clarita	26,010,198	268,230.00
City of Santa Monica	47,544,183	490,299.00
Southern California Regional Rail Authority***	236,865,779	NA
City of Torrance	20,472,763	211,125.00
Regional Entity Subtotals	2,005,084,609	18,234,733.00
Los Angeles County Metropolitan Transportation Authority - Corresponding to SCRRRA***	NA	1,224,268.00
Regional Entity Totals	2,005,084,609	19,459,001.00
Madera County Local Transportation Commission		
City of Chowchilla	524,476	5,409.00
City of Madera	169,785	1,751.00
County of Madera	67,286	694.00
Regional Entity Totals	761,547	7,854.00
Mariposa County Local Transportation Commission		
County of Mariposa	73,004	753.00
Mendocino Council of Governments		
Mendocino Transit Authority	957,692	9,876.00
Merced County Association of Governments		
Transit Joint Powers Authority of Merced County	1,025,125	10,572.00
Yosemite Area Regional Transportation System (YARTS)	958,913	9,889.00
Regional Entity Totals	1,984,038	20,461.00
Modoc County Local Transportation Commission		
Modoc Transportation Agency - Specialized Service	107,653	1,110.00

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STATE CONTROLLER'S OFFICE
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Regional Entity and Operator(s)	Revenue Basis	Estimated Available 2021-22 Amount Based on PUC 99314 Allocation
Mono County Local Transportation Commission Eastern Sierra Transit Authority	2,824,223	29,125.00
Transportation Agency for Monterey County Monterey-Salinas Transit	19,637,486	202,511.00
Nevada County Local Transportation Commission County of Nevada City of Truckee Regional Entity Totals	369,077 323,083 <hr/> 692,160	3,806.00 3,332.00 <hr/> 7,138.00
Orange County Transportation Authority City of Laguna Beach Orange County Transportation Authority Regional Entity Subtotals Orange County Transportation Authority - Corresponding to SCRRA*** Regional Entity Totals	1,910,271 110,748,483 112,658,754 NA <hr/> 112,658,754	19,700.00 1,142,091.00 1,161,791.00 537,633.00 <hr/> 1,699,424.00
Placer County Transportation Planning Agency City of Auburn County of Placer City of Roseville Regional Entity Totals	21,830 5,410,141 1,175,827 <hr/> 6,607,798	225.00 55,792.00 12,126.00 <hr/> 68,143.00
Plumas County Local Transportation Commission County of Plumas County Service Area 12 - Specialized Service Regional Entity Totals	346,829 80,198 <hr/> 427,027	3,577.00 827.00 <hr/> 4,404.00
Riverside County Transportation Commission City of Banning City of Beaumont City of Corona Palo Verde Valley Transit Agency City of Riverside - Specialized Service Riverside Transit Agency Sunline Transit Agency Regional Entity Subtotals Riverside County Transportation Commission - Corresponding to SCRRA*** Regional Entity Totals	208,349 318,557 426,555 175,762 493,635 18,329,390 11,506,078 31,458,326 NA <hr/> 31,458,326	2,149.00 3,285.00 4,399.00 1,813.00 5,091.00 189,022.00 118,656.00 324,415.00 273,579.00 <hr/> 597,994.00
Council of San Benito County Governments San Benito County Local Transportation Authority	151,384	1,561.00

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STATE CONTROLLER'S OFFICE
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Regional Entity and Operator(s)	Revenue Basis	Estimated Available 2021-22 Amount Based on PUC 99314 Allocation
San Bernardino County Transportation Authority		
Morongo Basin Transit Authority	1,027,787	10,599.00
Mountain Area Regional Transit Authority	564,732	5,824.00
City of Needles	58,190	600.00
Omnitrans	34,279,207	353,504.00
Victor Valley Transit Authority	4,530,204	46,718.00
Regional Entity Subtotals	40,460,120	417,245.00
San Bernardino County Transportation Authority - Corresponding to SCRRRA***	NA	276,266.00
Regional Entity Totals	40,460,120	693,511.00
San Joaquin Council of Governments		
Altamont Corridor Express *	21,420,132	NA
City of Escalon	51,911	535.00
City of Lodi	887,825	9,156.00
City of Manteca	77,826	803.00
City of Ripon	44,345	457.00
San Joaquin Regional Transit District	10,156,807	104,742.00
City of Tracy	194,489	2,006.00
Regional Entity Subtotals	32,833,335	117,699.00
San Joaquin Regional Rail Commission - Corresponding to ACE*	NA	148,441.00
Regional Entity Totals	32,833,335	266,140.00
San Luis Obispo Area Council of Governments		
City of Arroyo Grande - Specialized Service	0	0.00
City of Atascadero	37,783	390.00
City of Morro Bay	42,401	437.00
City of Pismo Beach - Specialized Service	0	0.00
City of San Luis Obispo Transit	821,105	8,468.00
San Luis Obispo Regional Transit Authority	1,673,045	17,253.00
South County Area Transit	230,837	2,381.00
Regional Entity Totals	2,805,171	28,929.00
Santa Barbara County Association of Governments		
City of Guadalupe	69,525	717.00
City of Lompoc	136,501	1,408.00
County of Santa Barbara	0	0.00
Santa Barbara County Association of Governments (SBCAG)	1,620,453	16,711.00
Santa Barbara Metropolitan Transit District	13,488,703	139,102.00
City of Santa Maria	906,214	9,345.00
City of Solvang	104,313	1,076.00
Regional Entity Totals	16,325,709	168,359.00
Santa Cruz County Transportation Commission		
Santa Cruz Metropolitan Transit District	34,885,448	359,756.00

* The amounts allocated to the member agencies of Altamont Corridor Express are included with their corresponding transportation planning agency.

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STATE CONTROLLER'S OFFICE
2021-22 STATE OF GOOD REPAIR PROGRAM ESTIMATED AVAILABLE AMOUNT
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<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	<u>Estimated Available 2021-22 Amount Based on PUC 99314 Allocation</u>
Shasta Regional Transportation Agency Redding Area Bus Authority	1,357,867	14,003.00
Sierra County Local Transportation Commission County of Sierra - Specialized Service	17,768	183.00
Siskiyou County Local Transportation Commission County of Siskiyou	271,330	2,798.00
Stanislaus Council of Governments City of Ceres	70,776	730.00
City of Modesto	3,366,714	34,719.00
County of Stanislaus	806,855	8,321.00
City of Turlock	293,666	3,028.00
Regional Entity Totals	<u>4,538,011</u>	<u>46,798.00</u>
Tehama County Transportation Commission County of Tehama	194,589	2,007.00
Trinity County Transportation Commission County of Trinity	76,212	786.00
Tulare County Association of Governments City of Dinuba	276,368	2,850.00
City of Porterville	846,792	8,733.00
City of Tulare	589,094	6,075.00
County of Tulare	1,191,032	12,283.00
City of Visalia	4,391,535	45,288.00
City of Woodlake	13,667	141.00
Regional Entity Totals	<u>7,308,488</u>	<u>75,370.00</u>
Tuolumne County Transportation Council County of Tuolumne	203,234	2,096.00
Ventura County Transportation Commission City of Camarillo	751,079	7,745.00
Gold Coast Transit District	4,272,461	44,060.00
City of Moorpark	299,991	3,094.00
City of Simi Valley	1,167,392	12,039.00
City of Thousand Oaks	423,749	4,370.00
Regional Entity Subtotals	<u>6,914,672</u>	<u>71,308.00</u>
Ventura County Transportation Commission - Corresponding to SCRRRA***	NA	130,928.00
Regional Entity Totals	<u>6,914,672</u>	<u>202,236.00</u>
STATE TOTALS	<u><u>\$ 5,696,443,829</u></u>	<u><u>\$ 58,744,500.00</u></u>

*** The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.



May 5, 2021

TO: Transportation Technical Advisory Committee

FROM: Aron Hakimi,
Executive Director

BY: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: IX.
TDA BIENNIAL APPORTIONMENT REPORT

DESCRIPTION: Kern COG staff has prepared a biannual report of the Transportation Development Act (TDA) apportionment status of member agencies.

DISCUSSION:

In the interest of transparency, Kern COG staff will prepare a biannual report to provide the Transportation Technical Advisory Committee and Transportation Planning Policy Committee members a “snapshot” look at when its last TDA claim was filed and the remaining balance of TDA monies in its account.

The Transportation Development Act (TDA) was established in 1971 as the Mills-Alquist-Dede Act (SB 325) and enacted by the California Legislature to improve existing public transit services and encourage regional transportation coordination. The TDA provides two funding sources:

1. Local Transportation Fund (LTF), which is derived from the statewide sales tax collected statewide (1/4 cent general sales) and
2. State Transit Assistance Fund (STA), which is derived from the statewide sales tax on diesel fuel (adjusted by legislation)

TDA Fund revenues from the county’s LTF must be apportioned, by population, to areas within the county. An area can be a transit district (designated by the City of Bakersfield to be Golden Empire Transit District), city (the incorporated municipalities in Kern County), county (County of Kern and Kern Transit), etc. Where there is a transit district, separate apportionments are made to areas within and outside the district. Using Kern County as an example: The City of Bakersfield apportions its TDA apportionment to Golden Empire Transit District by agreement and a portion of the County’s apportionment goes to Golden Empire Transit District to serve county residents residing

within the unincorporated but urbanized area within Golden Empire Transit District's defined service area also by agreement (Kern-In). The County of Kern and Kern Transit receives the remaining LTF funds (Kern-Out) for the unincorporated areas of the county for fixed-route, regional routes, and contracted demand responsive service (Dial-a-Ride) throughout rural Kern County and by contract with the City of Tehachapi.

TDA Fund revenues from the State Transit Assistant (STA) portion of TDA provides a second source of TDA funding for transportation planning and mass transportation purposes as specified by the Legislator. STA funds are allocated to the operator within the county. The allocations are based on the operator's share of revenues when compared with all of the other operators in the State. STA funds may not be allocated to fund an operator's administration cost or streets and roads project. Once member agency staff is aware of its outstanding TDA balance, Kern COG staff will work collectively and directly with member agency staff to process all outstanding TDA Local Transit Funds (LTF) and State Transit Assistance Fund (STAF) fiscal year claims. TDA funds have no sunset clause and remain available to the member agency until claimed.

Please note: There is no requirement for member agencies to file their entire estimated apportionment within any given fiscal year. Although Kern COG staff recommends its member agencies file an annual Public Transit claim to assist its annual transit service costs, larger transit agencies may delay spending annually apportioned funds for large capital projects such as facility replacement(s), fleet replacement, expensive streets and roads maintenance projects, etc.

All TDA claims filed within any fiscal year will be disbursed once the State of California's Department of Finance provides funds for the member agency (usually quarterly).

Member agency staff may contact Greg Palomo, Financial Services Director to assist with and initiate the TDA claim process.

ACTION: Information.

Attachment: Biannual Kern COG TDA Regional Report – April 23, 2021

Biannual Kern COG TDA Regional Report

Agency	Most Recent FY Public Transit claim received	Most Recent FY Streets and Roads claim received	Current TDA Fund Balance
Arvin	FY 2018-19	FY 2017-18	\$3,271,542.71
Golden Empire Transit Dist. (Bakersfield and Kern-In)	FY 2021-22	N/A (1)	\$91,460,513.57
California City	FY 2016-17	FY 2016-17	\$3,686,895.65
Delano	FY 2019-20	FY 2019-20	\$3,139,659.68
County of Kern (Kern-Out)	FY 2021-22	FY 2021-22	\$3,199,255.25
Maricopa	FY 2019-20	FY 2019-20	\$312,317.03
McFarland	FY 2018-19	FY 2018-19	\$2,134,683.37
NOR – CTSA	FY 2020-21	N/A (1)	\$1,233,649.34
Ridgecrest	FY 2019-20	FY 2018-19	\$3,452,193.34
Shafter	FY 2019-20	FY 2019-20	\$825,390.54
Taft	FY 2016-17	FY 2012-13	\$2,355,083.04
Tehachapi	FY 2020-21	FY 2020-21	\$265,177.62
Wasco	FY 2018-19	FY 2018-19	\$5,122,757.80
Regional Total			\$120,459,118.94

Report as of 4/23/2021

(1) Agency is ineligible for TDA streets and roads funding.

May 5, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Joseph Stramaglia,
Project Delivery Team Lead

SUBJECT: TTAC AGENDA ITEM: X.
2022 Regional Transportation Improvement Program

DESCRIPTION:

Every two years in the odd-numbered year, regional transportation planning agencies are to submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission for their approval in December of the same odd-numbered year.

DISCUSSION:

The California Transportation Commission (CTC) has initiated the 2022 Regional Transportation Improvement Program (2022 RTIP) process at their January 27– 28, 2021 meeting to develop a statewide 2022 State Transportation Improvement Program (2022 STIP) for projects of regional significance. The general order of this process is 1) CTC develops a statewide 5-Year regional share fund estimate; 2) CTC updates 2022 STIP guidelines; 3) regions submit RTIP's; and 4) the CTC consolidates RTIP's and approves the 2022 STIP.

2022 Regional Transportation Improvement Program Schedule		
January 2021	CTC	Adopted 2022 STIP Fund Estimate Schedule
March 24-25, 2021	CTC	Present Fund Estimate Assumptions to Commissioners
May 12-13, 2021	CTC	Adopt Fund Estimate Assumptions
May 19, 2021	KCOG	Regional Workshop
June 23-24, 2021	CTC	Present Draft Fund Estimate
July 21, 2021	KCOG	Regional Workshop
August 18-19, 2021	CTC	Adopt Statewide Fund Estimate and Guidelines
September 22, 2021	KCOG	Regional Workshop
September 1 & 16, 2021	KCOG	Circulate Adm. Draft 2020 RTIP TTAC & TPPC
October 6 & 21, 2021	KCOG	Circulate Draft 2020 RTIP TTAC & TPPC
November 3 & 18, 2021	KCOG	Regional Adoption of 2022 RTIP TTAC & TPPC
December 15, 2021	KCOG	Submit 2022 RTIP to the CTC by December 15, 2021
February 2022	CTC	Conduct Southern/Northern California Public Hearing
March 2022	CTC	CTC will circulate staff recommendation for 2022 STIP
April 2022	CTC	Approve final 2022 STIP

The process for the region is to 1) establish new programming capacity defined by the state's fund estimate; 2) assess current regional project needs including cost estimate updates; 3) develop a Capital Improvement Program; and 4) regionally adopt the 2022 RTIP for submission to the CTC by December 15, 2021.

Updates this month to the 2022 RTIP Process – Attachment A, the Baseline Capital Improvement Program, is updated to reflect the California Transportation Commission regional project programming funded by COVID transportation dollars by adding SR 204 / Hageman Flyover and SR 58 Truck Climbing Lanes projects to the Capital Improvement Program baseline list. The second item is a reminder that Kern COG staff will conduct the 2022 RTIP Workshop No. 1 on Wednesday, May 19, 2021. The virtual workshop will begin at 10:00 AM. The third item is a reminder that the California Transportation Commission is scheduled to adopt Fund Estimate Assumptions that will inform our County Share information needed to advance the 2022 RTIP process.

Current 2020 STIP as Adopted - Kern COG projects in the current 2020 State Transportation Improvement Program include highway capacity projects on State Routes 14, 46 and 58. It must be noted that specific regional actions from the 2020 RTIP cycle affect how the 2022 RTIP cycle program of project recommendations is developed. First, because there was no new funding capacity for the 2020 RTIP cycle, a regional decision of note was to defer \$30 million from a Caltrans partnership project at State Route 58 and 99 in order to advance construction of the final phase of State Route 46 widening project near Interstate 5. Because the 58 / 99 auxiliary lane project was deferred, it was also removed from the STIP. It is the region's intent that RTIP funding be used to supplement other state construction funding in the State Highway Operations Protection Program (SHOPP). It is staff's intention to restore this programming if there is funding capacity to do so and if Caltrans is advancing the design of the auxiliary lane.

The second important action of note taken during the 2020 RTIP cycle was to elevate the need for truck climbing lanes on State Route 58 east of Bakersfield. It is the region's intent that this project will also become a SHOPP project. However, the RTIP process could play a future role in advancing pre-construction phases to develop the project. Significant coordination with Caltrans will be required for both the auxiliary lane and truck-climbing lane projects. The third important action that the Board approved was on State Route 14, the Freeman Gulch widening project, which came to a stand-still when Caltrans was unable to offer its 40% of funding for these partnership projects with Inyo and Mono County. As a result, the Kern COG Board agreed with staff that the Freeman Gulch projects for segments 2 or 3 could not advance without the Caltrans funding partnership intact.

These projects are part of the 2020 State Transportation Improvement Program and reflected in a recent CTC document called the 2020 Report of STIP Balances County and Interregional Shares, or, the 2020 Orange Book. This publication presents current programming for regions statewide including the status of any allocation or other project activity. Attachment A of this report includes the report pages with Kern activity listed. This information will be the point of beginning for establishing the proposed regional Capital Improvement Program which will be developed over the next several months. The table below provides construction status of projects from either the 2018 STIP, the 2020 STIP, or both.

SR 14 Freeman Gulch	Segment 2 - this project is currently in the design phase but is shelved
SR 46 Widen Seg 4A	Construction was completed in 2020
SR 46 Widen Seg 4B	This project is starting the construction phase this year
SR 46 Widen Seg 4C	This project is scheduled for construction in 2022
SR 58 Centennial	Centennial Corridor – Mainline: this project is under construction
SR 58 & 99 Aux Lane	This is a Caltrans partnership project which was temporarily shelved
SR 58 Climbing Lanes	This is a Caltrans partnership project which is now being introduced to the STIP
SR 204 Hageman	This is a local project which is now being introduced to the STIP

2020 STIP funding – It is important to recap that the adopted Fund Estimate established for the 2020 STIP cycle did not provide new programming for the regions in the outer two years of programming. As a result, regions were not able to advance new phases of work for projects already in progress. For Kern, the Board approved the decision to move \$30 million of existing programming from Metropolitan Bakersfield out to the State Route 46 widening project that was in progress and in need of final funding to secure construction. This transfer of programming was at the core of the Kern 2020 RTIP cycle.

Update of Kern COG Project Delivery Policies and Procedures – In March of 2019, the Kern COG Board adopted the latest version of the Kern COG Project Delivery Policies and Procedures document which included updates to Chapters 1, 2 and 3. Chapter 3 focuses on the Regional Transportation Improvement Program process. The purpose of the update was to bring the Kern COG document to be more in alignment with recently adopted State Transportation Improvement Program Guidelines as adopted by the California Transportation Commission. At the heart of the update was the need to review and update performance measure requirements in the Kern COG policy document that not only are more consistent with the latest STIP process but more competitive for the many other discretionary transportation programs. Once completed in March 2019, the Transportation Technical Advisory Committee advised Kern COG staff that a new call for RTIP projects would not be initiated due to the lack of RTIP funding going forward. They did not feel that the required effort was commensurate with the available funding. This issue will be revisited during the 2022 RTIP cycle.

Action: Information.

- Enclosures: Attachment A: 2022 RTIP Capital Improvement Program – Baseline Version 2
 Attachment B: 2020 CTC Orange Book
 Attachment C: Current Listings of State Highway Maintenance Project Investments
 Attachment D: Schedule of Regional 2020 RTIP Workshops
 Attachment E: Eastern California MOU

ATTACHMENT A

KERN COUNCIL OF GOVERNMENTS - 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM - BASELINE VERSION 2 CAPITAL IMPROVEMENT PROGRAM (\$ X 1,000)																					
BASELINE VERSION 2 - ADDING IN STIP/COVID FUNDS PROGRAMMING FOR SR 204/HAGEMAN FLYOVER AND SR 58 TRUCK CLIMBING LANES - SEE NOTES 5 AND 6																					
PROJECT DESCRIPTION	NOTES	PRIORITY	CURRENT AND PROPOSED PHASES				PROJECT TOTAL	KCOG ALL RIP TOTAL	SUMMARY OF ALL FUNDING SOURCES				KCOG RTIP CAPITAL IMPROVEMENT PROGRAM - RIP ONLY								
			ENV	OSR	RCWY	OCR			IIP	KCOG SHARE RIP	OTHER	TOTAL	PRIOR YEAR	2020 STIP CARRYOVER			NEW 2022 RTIP		2022 RTIP		
														2022-23	2023-24	2024-25	2023-24	2024-25		MAX SHARE	APDE
PLANNING, PROGRAMMING & MONITORING						\$ 1,500	\$ 1,500	\$ -	\$ 1,500	\$ -	\$ 1,500	\$ -	\$ 1,500	\$ -	\$ 300	\$ 300	\$ 300	\$ 300	\$ 300	\$ -	\$ -
2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM - PROPOSED CAPITAL IMPROVEMENT PROGRAM																					
SR 99 - CENTENNIAL CORRIDOR INTERCHANGE IMPROVEMENT PHASE 2	7	1	●			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 99 CENTENNIAL CORRIDOR MAINLINE AB 3090 ALLOCATIONS	2	1	●	●	●	\$ 63,211	\$ 16,983	\$ -	\$ 63,211	\$ -	\$ 63,211	\$ -	\$ 63,211	\$ 44,248	\$ 18,983	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 46 - WIDENING SEGMENT 4B	3	2	●	●	●	\$ 40,503	\$ 6,000	\$ -	\$ 6,000	\$ 34,503	\$ 40,503	\$ 6,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 46 - WIDENING SEGMENT 4C	4	3	●	●	●	\$ -	\$ 27,000	\$ -	\$ 27,000	\$ 10,000	\$ 37,000	\$ 700	\$ 26,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 204 / HAGEMAN FLYOVER	5	B	●	●	●	\$ 63,723	\$ 2,666	\$ -	\$ 2,666	\$ 61,057	\$ 63,723	\$ -	\$ -	\$ 2,666	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 58 TRUCK CLIMBING LANES	6	B	●			\$ -	\$ 3,728	\$ -	\$ 3,728	\$ 1,523	\$ 5,251	\$ 2,272	\$ 1,456	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MOU PROJECTS																					
SR 14 - FREEMAN GULCH SEG 2	7	B	●	●		\$ 4,900	\$ 1,980	\$ 1,980	\$ 1,980	\$ 980	\$ 4,900	\$ 1,980	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
US 395 - OLANCHA CARTAGO	8	B	●	●	●	\$134,872	\$ 12,856	\$ 64,549	\$ 12,856	\$ 57,467	\$134,872	\$ 12,856	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
APDE PROJECTS (ADVANCE PROJECT DEVELOPMENT ELEMENT)																					
NO APDE PROJECTS IDENTIFIED	9					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL FOR 2022 RTIP SUBMITTAL						\$308,709	\$ 74,693	\$ 66,509	\$118,941	\$165,510	\$350,260	\$ 68,036	\$ 47,019	\$ 2,986	\$ 300	\$ 300	\$ 300	\$ 300	\$ 300	\$ -	\$ -

NOTE 1: THIS INTERCHANGE IMPROVEMENT PROJECT ON STATE ROUTE 99 AT STATE ROUTE 58 WILL ADD AN AUXILIARY LANE AND RETAINER WALL TO THE SOUTHBOUND SR 99 LANE. \$30 MILLION WAS MOVED TO THE SR 46 PROJECT AS PART OF THE 2020 RTIP PROCESS. FOR THE 2022 RTIP, KERN COG MAY SEEK TO RESTORE AT LEAST \$30 MILLION FOR A CONSTRUCTION PHASE CONTRIBUTION IN CONJUNCTION WITH A SR 99 SHOPP PROJECT IN THE SAME AREA TO CONDUCT PAVEMENT REPAIR AND REPLACEMENT.

NOTE 2: THE AB 3090 ALLOCATION PAYMENTS WERE APPROVED BY THE CTC ON OCTOBER 17, 2019. THIS PROJECT WILL CONTINUE FORWARD IN THE 2022 STIP. THIS PROJECT IS UNDER CONSTRUCTION.

NOTE 3: SR 46 WIDENING SEGMENT 4B IS NOW UNDER CONSTRUCTION. THIS PROJECT DOES NOT REQUIRE ADDITIONAL STIP FUNDING AND DOES NOT NEED TO MOVE FORWARD INTO THE 2022 RTIP.

NOTE 4: SR 46 WIDENING SEGMENT 4C WAS MADE WHOLE AS PART OF THE 2020 STIP. CONSTRUCTION IS PROGRAMMED IN 2022-23 AND REQUIRES TO ADVANCE INTO THE 2022 RTIP.

NOTE 5: SR 204 / HAGEMAN FLYOVER WAS ADDED WITH THE 2021 MID-CYCLE STIP AND INCLUDES BOTH STIP (\$2,666 MILLION) AND NON-STIP (\$2,565 MILLION) COVID FUNDING. Total COVID \$5,251 MILLION.

NOTE 6: SR 58 TRUCK CLIMBING LANES WAS ADDED WITH THE 2021 MID-CYCLE STIP AND INCLUDES BOTH STIP (\$2,272 MILLION) AND NON-STIP (\$1,456 MILLION) COVID FUNDING. Total COVID \$3,728 MILLION.

NOTE 7: SR 14 FREEMAN GULCH IS IN THE 2020 STIP AND PART OF THE MOU AGREEMENT. THIS PROJECT IS CURRENTLY SUSPENDED OR SHELVED DUE TO LACK OF CALTRANS 40% IIP PARTICIPATION.

NOTE 8: US 395 OLANCHA CARTAGO IS AN EASTERN CALIFORNIA MOU PROJECT AND WAS FULLY FUNDED IN THE 2019 RTIP CYCLE. CONSTRUCTION IS EXPECTED TO ADVANCE THIS YEAR. THIS PROJECT SHOULD NOT NEED TO ADVANCE INTO THE 2022 RTIP. HOWEVER, IT WILL REMAIN IN THE CIP TO REFLECT KCOG CONTRIBUTIONS TO THE PROJECT.

NOTE 9: APDE OPTIONS ARE OUTLINED IN EACH IIP (SUBJECT TO UPDATE AND DEPENDENT ON) OTHER YEAR CAPACITY. PROPOSED APDE ACTIVITY IS CONSIDERED AN ADVANCE OF FUTURE RIP SHARE(S).

2020 SUMMARY OF STIP COUNTY SHARE

Does Not Include (TIP Interregional Shares (See Separate Listing)
(\$1,000's)

Total County Share, June 30, 2019 (from 2019 Report)	106,546
Adjustment for 2017-18 and 2018-19 lapses	0
Less 2018-19 Allocations and closed projects	(13,994)
Less Projects Lapsed, July 1, 2019-June 30, 2020	0
2020 STIP Fund Estimate Formula Distribution	16,758
Total County Share, June 30, 2020	109,310

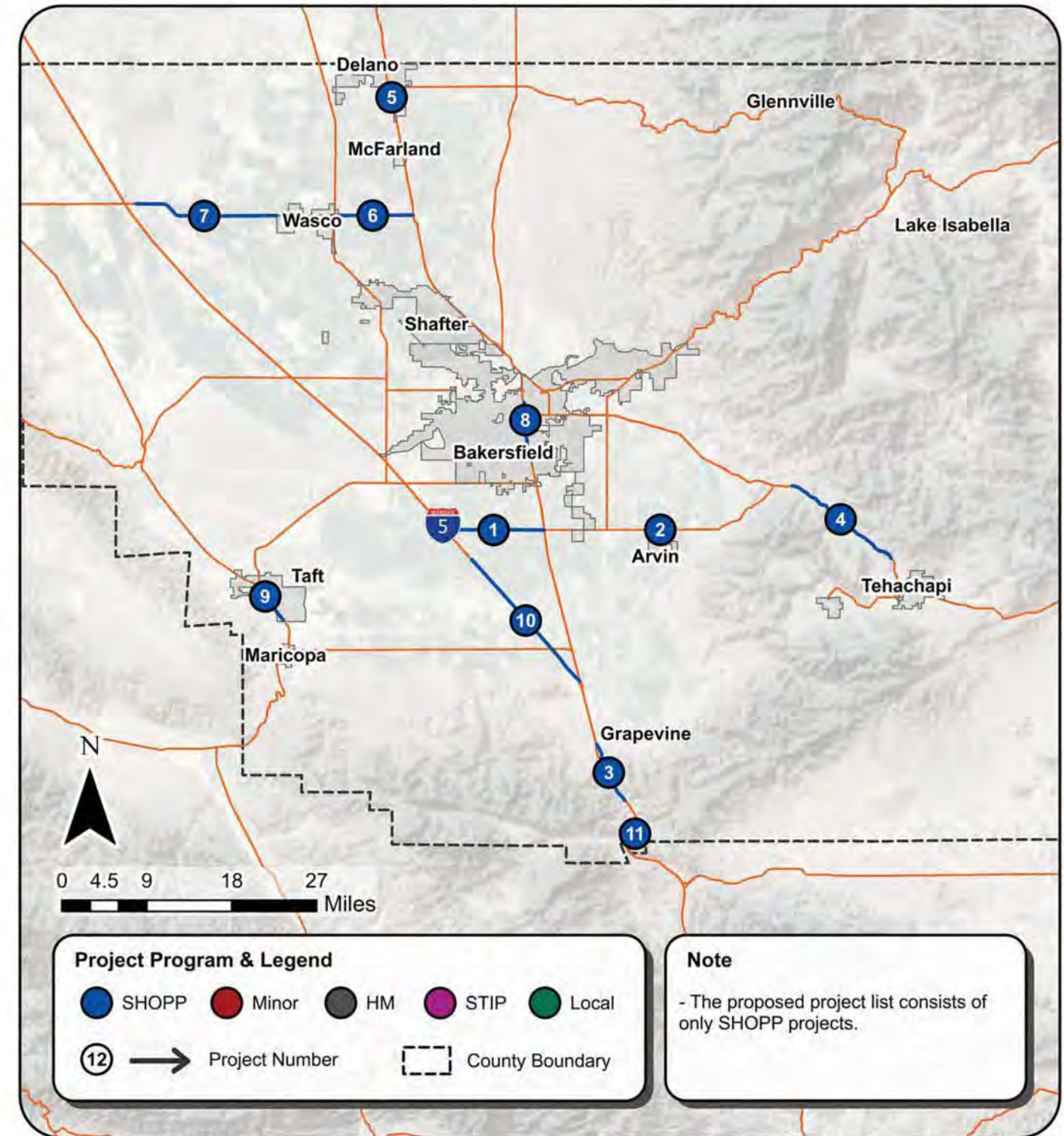
Kern																						
Agency	Rte	PPND	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year						Project Totals by Component								
								Prior	20-21	21-22	22-23	23-24	24-25	R/W	Const	E & P	PS&E	R/W Sup	Con Sup			
Highway Projects:																						
Caltrans	46	3412	Wasco-Jumper Av, 4 lane, env			close	2,070	2,070	0	0	0	0	0	0	0	0	0	2,070	0	0	0	0
Caltrans	58	3482	Tehachapi Dennison Rd interchange			close	1,636	1,636	0	0	0	0	0	0	0	0	0	648	988	0	0	0
Bakersfield	loc	3705A	Rt 58-Westside Parkway Connector I/C-Ph2			delete	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bakersfield	cash	3705B	AB 3090 Reimbursement (Westside Pkwy-Ph1)(18S-07)			Jun-20	18,983	0	18,963	0	0	0	0	0	0	0	0	18,963	0	0	0	0
Caltrans	14	8042B	Freeman Gulch widening-Segment 2 (RIP 40%)				1,960	1,960	0	0	0	0	0	0	0	0	0	0	0	1,960	0	0
Caltrans	46	3386D	Widen to 4 lanes, Pavilion-a/o Lost Hills Rd, Seg 4B				5,400	0	5,400	0	0	0	0	0	0	960	3,500	0	0	0	340	600
Caltrans	395	170	Olancho-Cartago 4-lane expressway (RIP 10%)				13,793	4,498	0	9,295	0	0	0	0	2,480	8,310	937	731	350	985	0	
Bakersfield	cash	3705B	AB 3090 Reimbursement (Westside Pkwy-Ph1)(18S-07)				37,927	0	0	18,964	18,963	0	0	0	0	37,927	0	0	0	0	0	0
Caltrans	46	3386E	Widen 4 Ins. Browns Material-Farnsworth, Seg 4C (5B1)				27,000	0	700	0	26,300	0	0	0	100	20,900	0	500	100	5,400	0	
Kern COG		8L03	Planning, programming, and monitoring				1,500	0	300	300	300	300	300	0	0	1,500	0	0	0	0	0	
Subtotal, Highway Projects							110,249	10,164	25,363	28,559	45,663	300	300	3,540	91,100	3,655	4,179	790	6,985			
Total Programmed or Voted since July 1, 2019							110,249															
Balance of STIP County Share, Kern																						
							109,310															
Total County Share, June 30, 2020							109,310															
Total Now Programmed or Voted Since July 1, 2019							110,249															
Unprogrammed Share Balance							0															
Share Balance Advanced or Overdrawn							939															



**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
PROPOSED PROJECT LIST (YEARS 6-7)**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
PROPOSED PROJECT LIST (YEARS 6-7)								
1	1C060	6	223	1.85 / 10.5	Kern 223 Rehab / Remove and Replace HMA (Full Depth Recycle)	Proposed	\$9,877	2024/25
2	0Y150	6	223	R20.1 / 21.3	Arvin CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$5,029	2024/25
3	0W920	6	5	4.4 / 10.20	Grapevine Rehab / Pavement Rehabilitation (2R)	ENV	\$95,658	2024/25
4	37920	9	58	77.252 / 88.34	Keene Pavement / Pavement Repair CAPM/Rehab	ENV	\$165,515	2024/25
5	1A810	6	99	54.6 / 54.61	Delano Facility. Reconstruct Building	ENV	\$3,486	2025/26
6	1A760	6	46	50.80 / 57.78	East Wasco CAPM / Rehabilitate Pavement	ENV	\$20,211	2025/26
7	1A680	6	46	33.50 / 46.00	Semitropic CAPM / Overlay RHMA, Upgrade Guardrail and Dikes	ENV	\$20,994	2025/26
8	0X370	6	99	21.15 / 24.60	Bakersfield 99 Rehab II (South) / Roadway Rehabilitation (3R)	ENV	\$68,290	2025/26
9	0W830	6	33	14.40 / 17.90	South Taft Rehab / Roadway Rehabilitation (3R)	ENV	\$26,704	2025/26
10	0W930	6	5	15.9R / 30.0	KER I5 CAPM / Remove .35' HMA and Place .25' HMA and 0.10' RHMA.	ENV	\$35,406	2025/26
11	0X570	6	5	.73 / 1.08	Tejon SRRA Water & Wastewater Upgrades / Upgrade Water and Wastewater Systems	ENV	\$10,170	2025/26

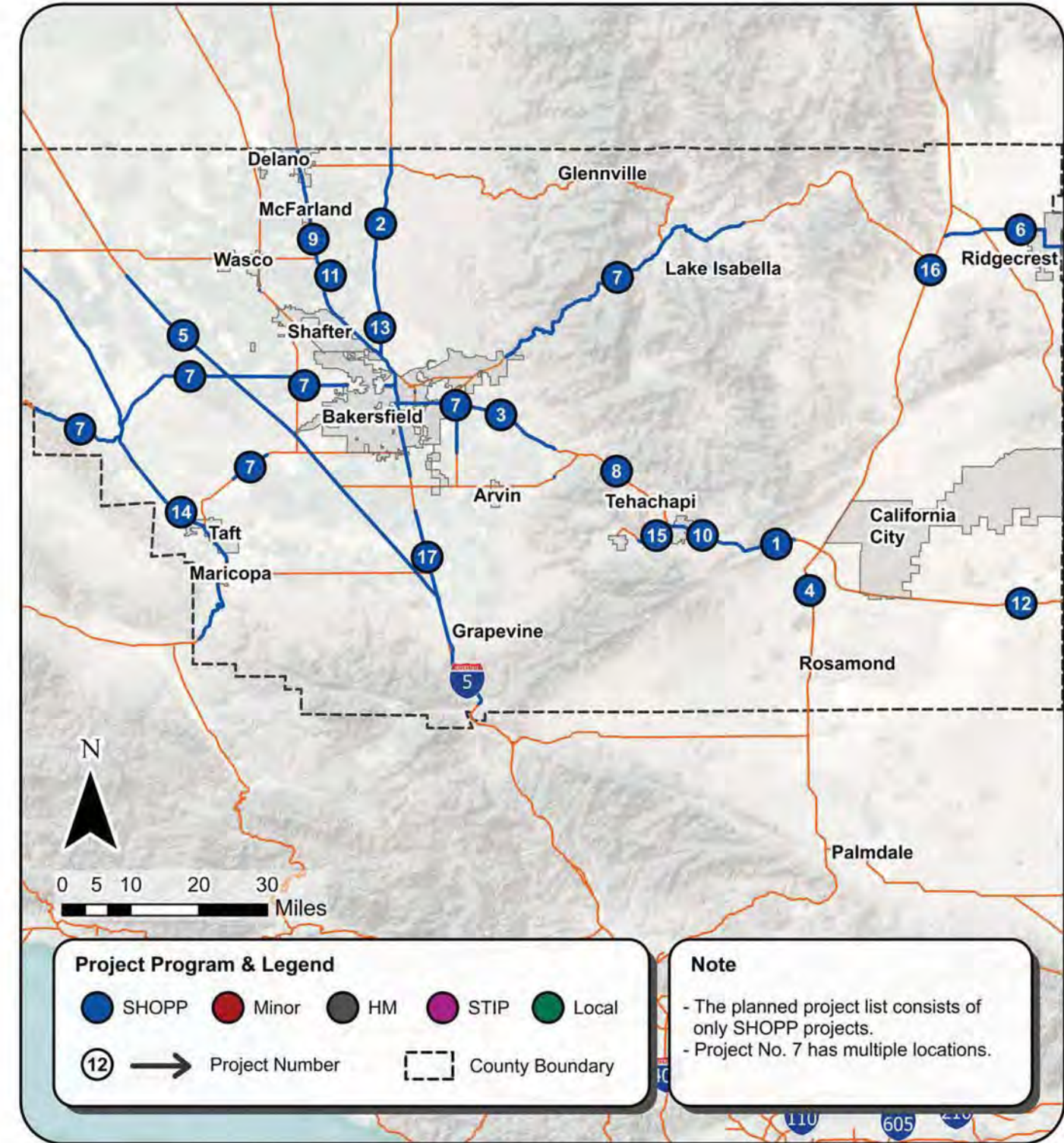




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
PLANNED PROJECT LIST (YEARS 8-10)**



No	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
PLANNED PROJECT LIST (YEARS 8-10)								
1	38310	9	58	R99.8 / R107.7	Cache Creek Pavement / Restore Pavement and Drainage	Future	\$39,623	2026/27
2	19565	6	65	6.90 / 25.16	CAPM	Future	\$16,351	2026/27
3	0X450	6	58	R64.9 / R64.91	Arvin KER-58 Wim Upgrade / Improve Weigh Facility	Future	\$3,051	2026/27
4	37520	9	14	R12.6 / 16.7	Mojave Pavement / Rehab/CAPM Pavement and Upgrade ADA	Future	\$47,558	2026/27
5	19586	6	5	52.80 / 62.6	Rehab	Future	\$76,423	2027/28
6	38330	9	178	88.6 / 104.6	Ridgecrest/Inyokern Pavement / Restore Pavement, Fix Drainage and ADA	Future	\$72,355	2027/28
7	22144	6	58	3.03 / 72.67	In Kern County at various locations. Drainage improvements	Future	\$14,196	2027/28
8	22129	9	58	81 / 81.1	In Kern county at CVEF on Route 58 eastbound	Future	\$1,260	2028/29
9	1A660	6	99	R43.9R / 49.4	CAPM	Future	\$9,522	2028/29
10	37510	9	58	R90.5 / R100.0	In Kern county at Tehachapi from Exit 148 to 0.04 miles south of Cache Creek Overflow #2 bridge.	Future	\$41,208	2028/29
11	22167	6	99	R43.6R / R43.61R	50 0011R Spot prep and paint steel members	Future	\$2,115	2028/29
12	21986	9	58	R138.75 / R139.0	In Kern County at Boron SRRA. Rehab wastewater treatment.	Future	\$2,994	2028/29
13	19581	6	65	R0.0 / 6.9	CAPM	Future	\$13,058	2028/29
14	19564	6	33	17.9 / 24.0	CAPM	Future	\$7,991	2028/29
15	20430	9	202	R5.0 / 12.093	In Kern County in and near Tehachapi from the beginning of the route to route 58.	Future	\$9,387	2028/29
16	21985	9	14	56.3 / 56.4	In Kern County at Freeman Gulch Bridge (No. 50-0014)	Future	\$2,463	2028/29
17	19556	6	99	0.00 / 10.50	CAPM SB only	Future	\$13,724	2028/29

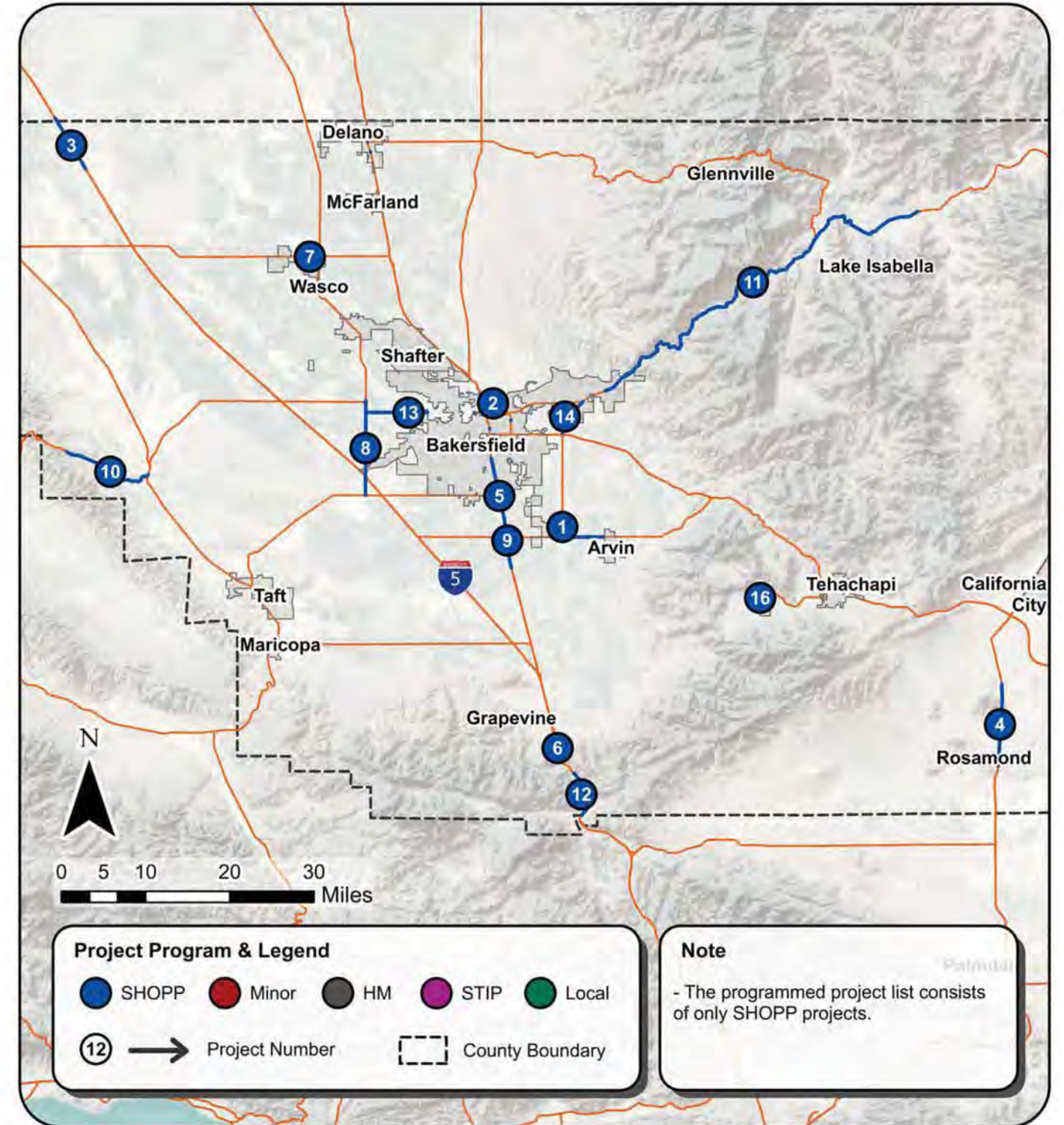




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
PROGRAMMED PROJECT LIST (YEARS 1-5) - PART I**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
PROGRAMMED PROJECT LIST (YEARS 1-5)								
1	0V280	6	184	L0.9 / L1.1	Kern 184/Sunset Roundabout / Intersection Improvements	CON	\$9,050	2019/20
2	0U490	6	204	5.1 / 6.7	Golden Empire CAPM / Pavement Preservation (CAPM)	Closeout	\$5,105	2019/20
3	0U470	6	5	82 / 87	Lost Hills Rehab / Pavement Rehabilitation (2R)	CON	\$29,330	2019/20
4	36740	9	14	R4.7 / R12.6	Rosamond-Mojave Rehab / 2R	CON	\$73,615	2019/20
5	0U240	6	99	VAR / VAR	Various locations in Kern and Kings Counties	CON	\$10,802	2019/20
6	0W160	6	5	5.97 / 9.78	Grapevine Culvert Repair / Upgrade Drainage Systems	CON	\$14,214	2019/20
7	0U480	6	46	49 / 50.9	Wasco Route 46 CAPM / Pavement Preservation (CAPM)	Closeout	\$7,610	2019/20
8	0U100	6	43	0 / 9.3	Enos Lane CAPM & ADA Curb Ramps / Pavement Preservation (CAPM)	CON	\$14,339	2019/20
9	0Q920	6	99	10.4 / 21.2	Union Ave to White Lane 2R Rehab / Pavement Rehabilitation and Improve Vertical Clearance	CON	\$66,740	2019/20
10	0X350	6	58	6.00 / 15.40	Reward CAPM / Pavement Preservation (CAPM)	DES / ROW	\$15,970	2020/21
11	0X520	6	178	VAR / VAR	Weedpatch to Lake Isabella Rumble Strips / Construct Centerline and Shoulder Rumble Strips	CON	\$6,513	2020/21
12	1A600	6	5	R0.0 / 5.0	Kern 5 Emergency Pavement Repairs / Repair Damaged Pavement	CON	\$1,638	2020/21
13	0U110	6	58	39.9 / 46	West Rosedale CAPM / Pavement Preservation (CAPM)	ENV	\$12,400	2020/21
14	0U430	6	184	8.3 / 12.13	Morning Drive 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$12,140	2020/21
15	0X770	6	43	25.2 / 25.4	Wasco SR43/46 Intersection Improvements / Intersection Improvements	ENV	\$10,100	2021/22
16	36750	9	202	0.25 / 0.25	Tehachapi Maintenance Station Relocation / Construct New Maintenance Station	DES / ROW	\$16,783	2021/22

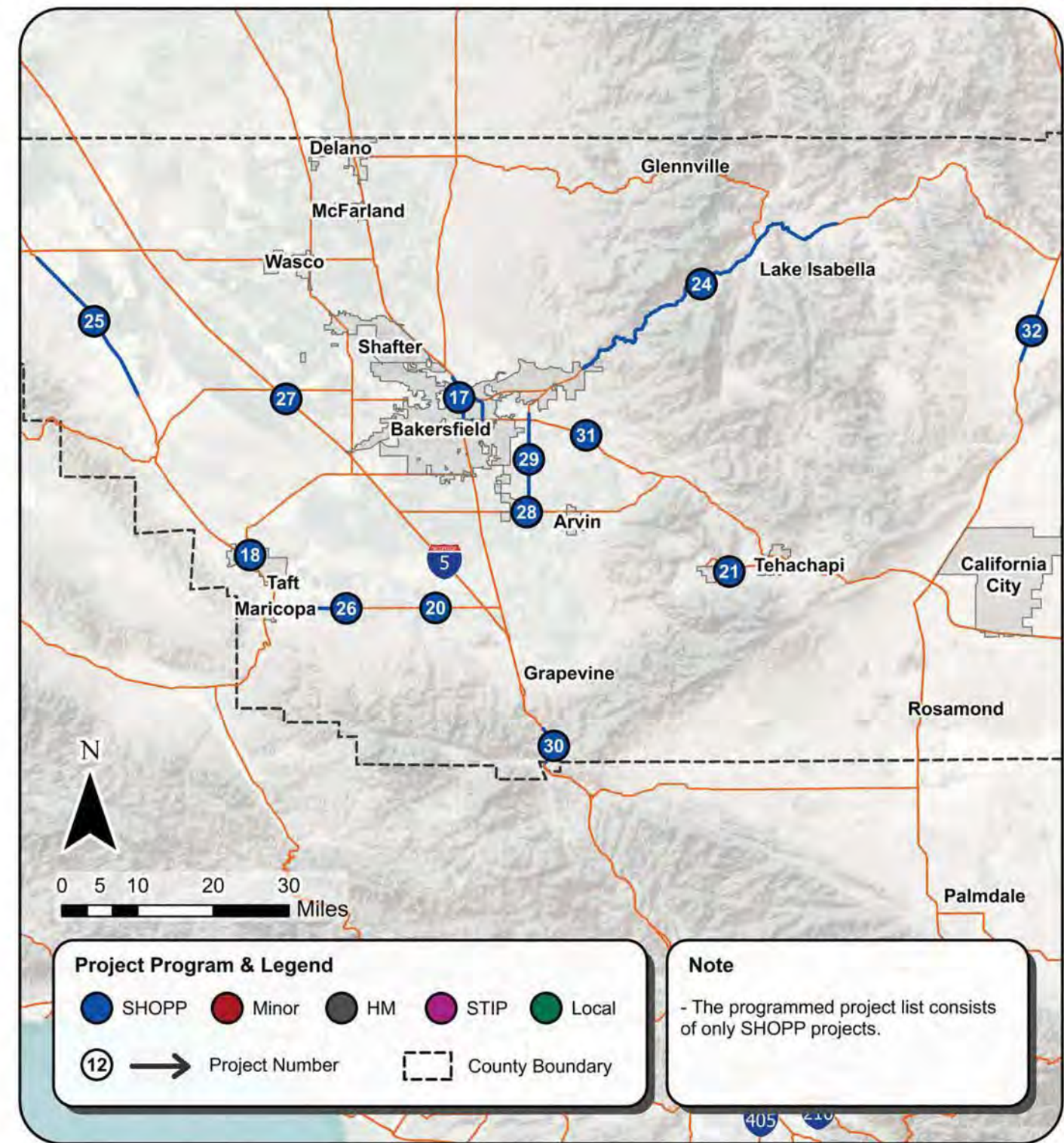




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
PROGRAMMED PROJECT LIST (YEARS 1-5) - PART II**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
PROGRAMMED PROJECT LIST (YEARS 1-5)								
17	0Q281	6	99	23.6 / R28.4	Bakersfield 99 Rehab Replacement Planting / Replacement Planting	ENV	\$10,340	2021/22
18	0X760	6	119	0.14 / 0.54	Taft Left Turn Channelization / Left-Turn Channelization	ENV	\$5,221	2021/22
19	0T000	6	58	R53.2 / R55.6	KER 58 ADA / Upgrade Curb Ramps	DES / ROW	\$4,620	2021/22
20	0S050	6	166	17.3 / 17.7	Calif Aqueduct Bridge Rehab / Bridge Rehabilitation/Seismic Retrofit	ENV	\$44,045	2021/22
21	36720	9	202	r4.89 / R4.89	Cummings Valley Rd Int / Construct Left Turn Lane	DES / ROW	\$5,044	2021/22
22	0W150	6	204	0.00 / 6.752	SR 204 within City of Bakersfield and TUL SR 65 in Exeter at various locations	DES	\$10,728	2021/22
23	0W990	6	204	2.805 / 2.805	Union Avenue High Intensity Activated Crosswalk / Install Hybrid Pedestrian Beacon (Hawk)	DES / ROW	\$4,275	2021/22
24	0X080	6	178	8.0 / 50.0	Kern Canyon Culvert Rehab / Repair and Replace Culverts	DES / ROW	\$13,000	2021/22
25	0Y130	6	33	40.40 / 59.00	Blackwell's Corner CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$22,570	2022/23
26	0X380	6	166	0.00 / 9.00	Maricopa Highway CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$14,540	2022/23
27	1A690	6	5	47.55 / 52.15	Buttonwillow Median Barrier / Construct Median Barrier	ENV	\$5,720	2022/23
28	0R190	6	223	15.7 / 16.3	Arvin SR 223/184 Roundabout / Intersection Improvement	DES / ROW	\$3,700	2022/23
29	0U290	6	184	0.8 / 8.3	Weedpatch Hwy 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$33,055	2022/23
30	0X330	6	5	0.0 / 4.40	Fort Tejon 2R Rehab / Pavement Rehabilitation (2R)	ENV	\$31,350	2022/23
31	0X160	6	58	64.40 / 67.30	Edison 2R Rehab / Pavement Rehabilitation (2R)	ENV	\$14,270	2022/23
32	37890	9	14	46.2 / 52.8	Freeman 3 CAPM / Pavement Repair (CAPM)	ENV	\$8,707	2022/23

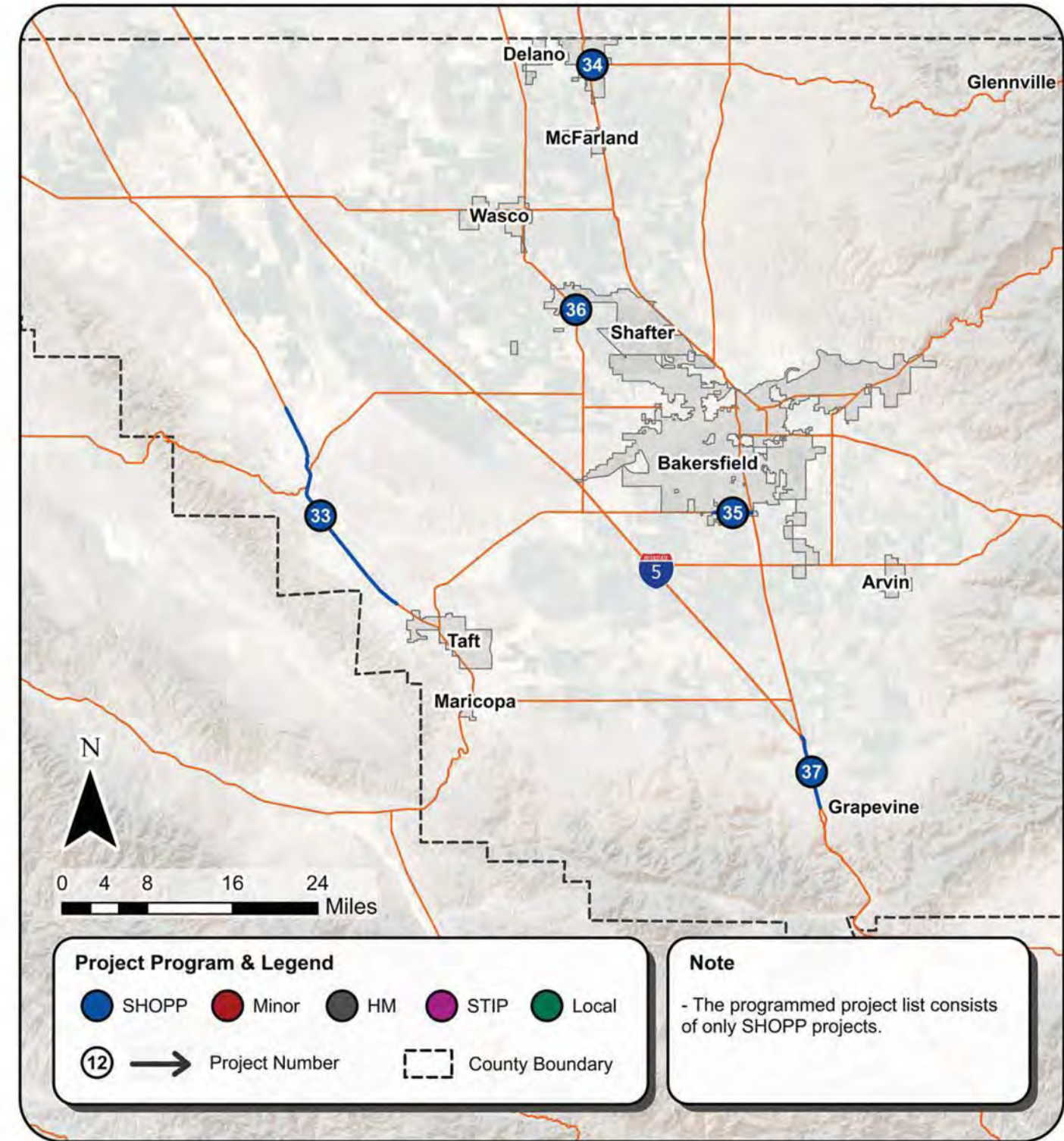




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
PROGRAMMED PROJECT LIST (YEARS 1-5) - PART III**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
PROGRAMMED PROJECT LIST (YEARS 1-5)								
33	0X240	6	33	21.8 / 39.8	KER 33 Culvert Rehab / Repair & Replace Culverts.	ENV	\$11,430	2023/24
34	0W810	6	155	0.00 / 1.50	Delano SR-155 Rehab (3R) / Roadway Rehabilitation (3R)	ENV	\$16,740	2023/24
35	0V610	6	119	28.3 / 31.28	Pumpkin Center 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$57,300	2023/24
36	1A470	6	43	15.8 / 15.8	Santa Fe Roundabout / Construct Roundabout	ENV	\$13,617	2023/24
37	0U500	6	5	10.20 / 15.90	Wheeler Ridge CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$22,350	2023/24

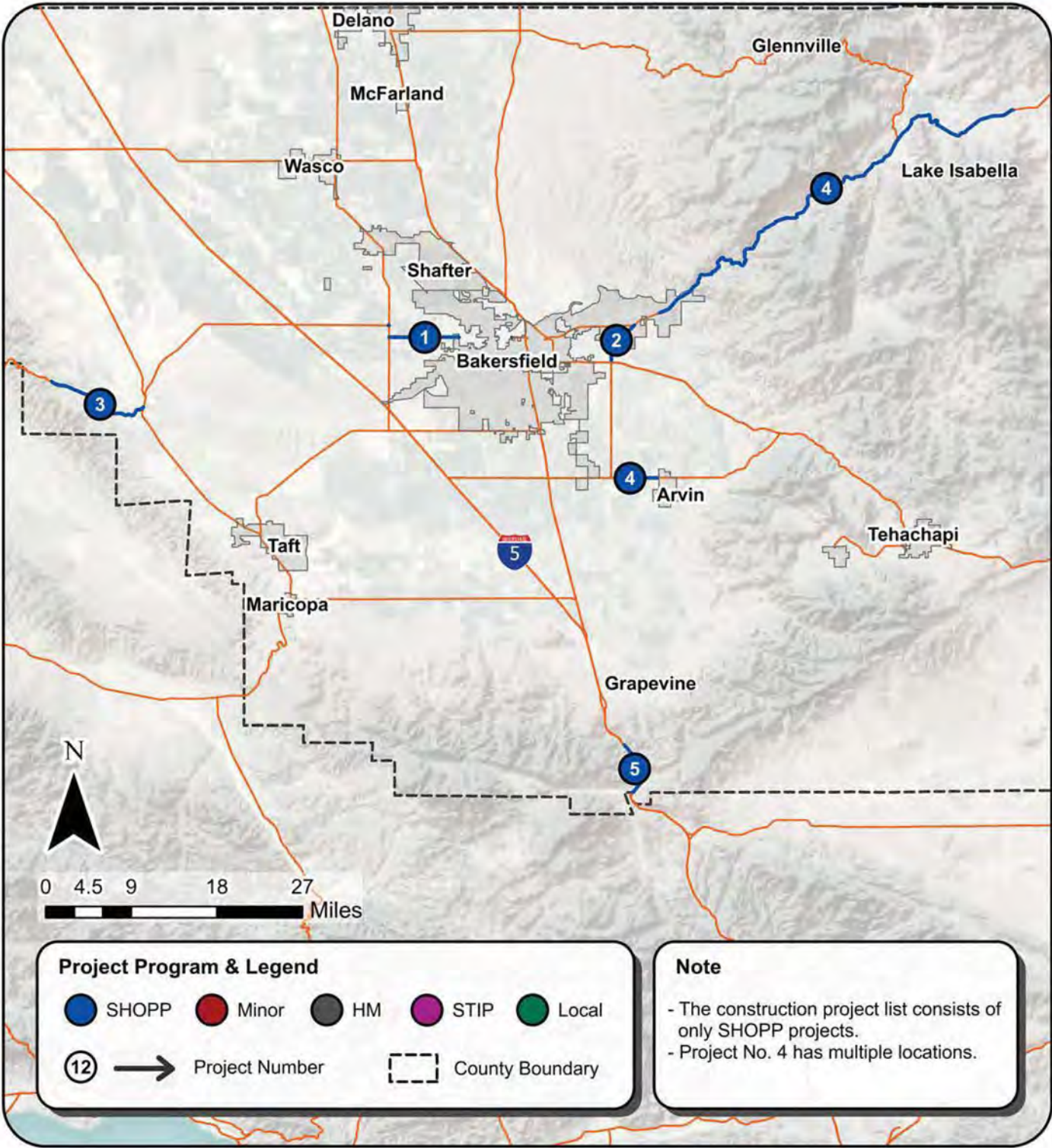




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
CONSTRUCTION READY PROJECT LIST**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
CONSTRUCTION READY PROJECT LIST (READY TO LIST ACHIEVED)								
1	0U110	6	58	39.9 / 46	West Rosedale CAPM / Pavement Preservation (CAPM)	CON	\$12,400	2020/21
2	0U430	6	184	8.3 / 12.13	Morning Drive 3R Rehab / Roadway Rehabilitation (3R)	DES	\$12,140	2020/21
3	0X350	6	58	6.00 / 15.40	Reward CAPM / Pavement Preservation (CAPM)	DES	\$15,970	2020/21
4	0X520	6	178	VAR / VAR	Weedpatch to Lake Isabella Rumble Strips / Construct Centerline and Shoulder Rumble Strips	CON	\$6,513	2020/21
5	1A600	6	5	R0.0 / 5.0	Kern 5 Emergency Pavement Repairs / Repair Damaged Pavement	CON	\$1,638	2020/21

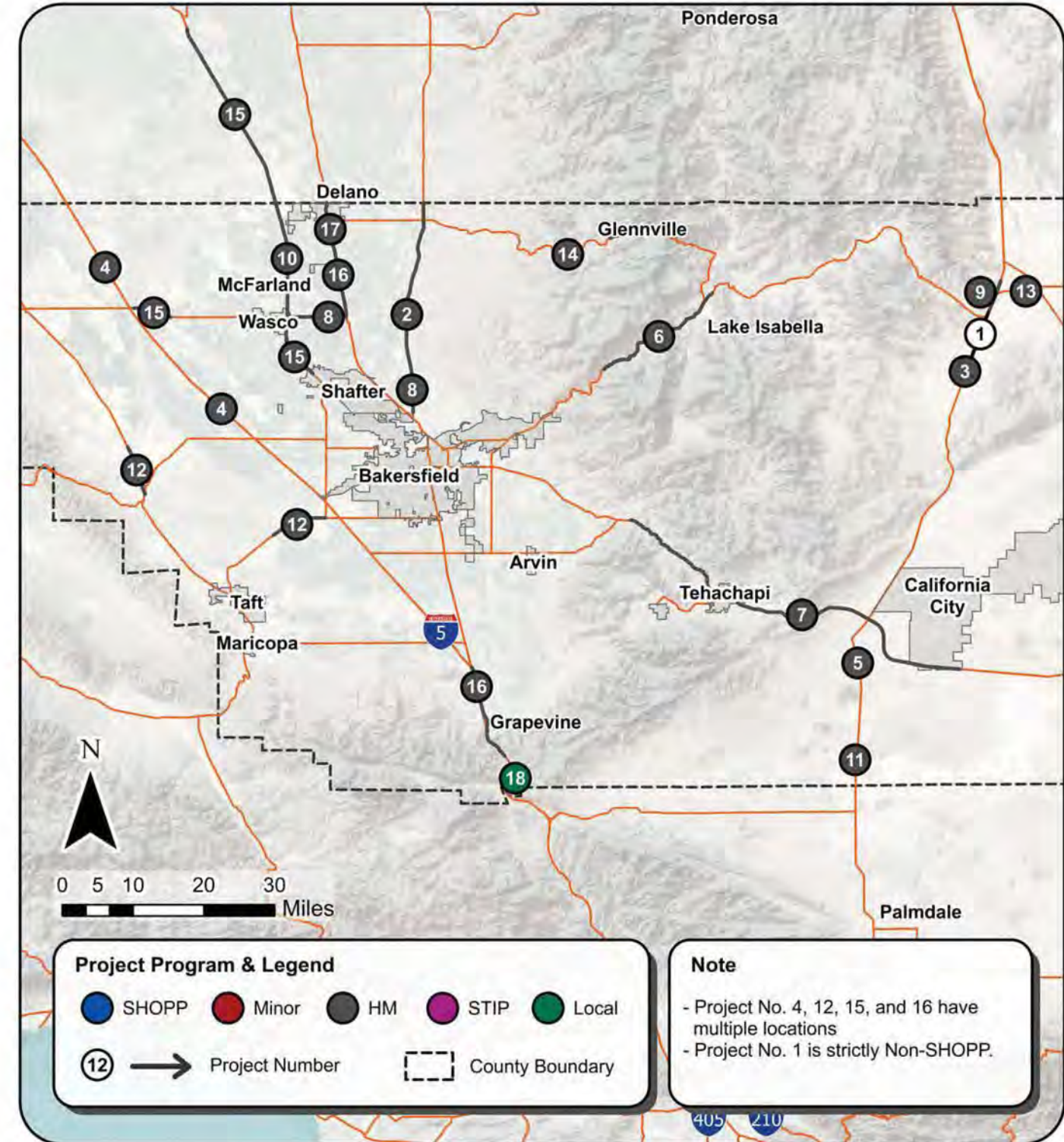




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
NON-SHOPP PROGRAM PROJECT LIST - PART I**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
NON-SHOPP PROJECT LIST								
1	45712	6	14	53/58.3	Freeman Gulch Widening-Segment 2 / Convert Existing 2-Lane to 4-Lane Expressway	DES / ROW	\$85,530	2022/23
2	1B080	6	65	1.0 / 25.169	Striping / 6 inch Stripe	CON	\$2,570	2020/21
3	38570	9	14	52.8 / 58.3	Pavement Preservation / AR Chip Seal - SB1	CON	\$916	2020/21
4	1A930	6	5	77.0 / 82.6	Rigid Roadbeds / PCC Slab Replacement	CON	\$1,075	2020/21
5	38590	9	14	R12.3 / R15.3	Pavement Preservation / Digouts	CON	\$1,761	2020/21
6	0Y110	6	178	24.6 / R44.191	Pavement Preservation / PME Medium Chip Seal	CON	\$2,525	2020/21
7	38580	9	58	77.252 / R125.3	Pavement Preservation / Digouts	CON	\$1,100	2020/21
8	1A950	6	46	51.2 / 57.785	Pavement Preservation / Remove and Replace RHMA Type G	CON	\$4,300	2020/21
9	38800	9	14	58.3 / 62.2	Slopes/Vegetation / Slope Repair	CON	\$40	2020/21
10	1A890	6	43	25.2 / 38.807	Pavement Preservation / RHMA Type G with Digouts	CON	\$5,425	2020/21
11	38660	9	14	R3.0 / R3.0	Landscaping / Irrigation Repair	CON	\$32	2020/21
12	1B000	6	33	34.2 / 40.0	Pavement Preservation / PME Medium Chip Seal	CON	\$2,425	2020/21
13	38130	9	178	91.88 / 91.88	Maintenance Facilities / Pave portion of yard	CON	\$215	2020/21
14	1B020	6	155	35.5 / 37.5	Pavement Preservation / 0.15 HMA Type a w/ Digouts	CON	\$2,650	2020/21
15	1A990	6	43	17.3 / R24.0	Pavement Preservation / PME Med Chip Seal	CON	\$3,400	2020/21
16	1A900	6	5	4.4 / R15.8R	Rigid Roadbeds / PCC Slab Replacement	CON	\$2,950	2020/21
17	1C002	6	99	54.5 / 54.5	Maintenance Facilities / Slurry Seal Delano MF	CON	\$224	2020/21
18	0Y550	6	5	0.8/2	Lebec Mountain Village Roundabout / Construct Roundabout at Ramp Intersections	ENV	\$402	2023/24

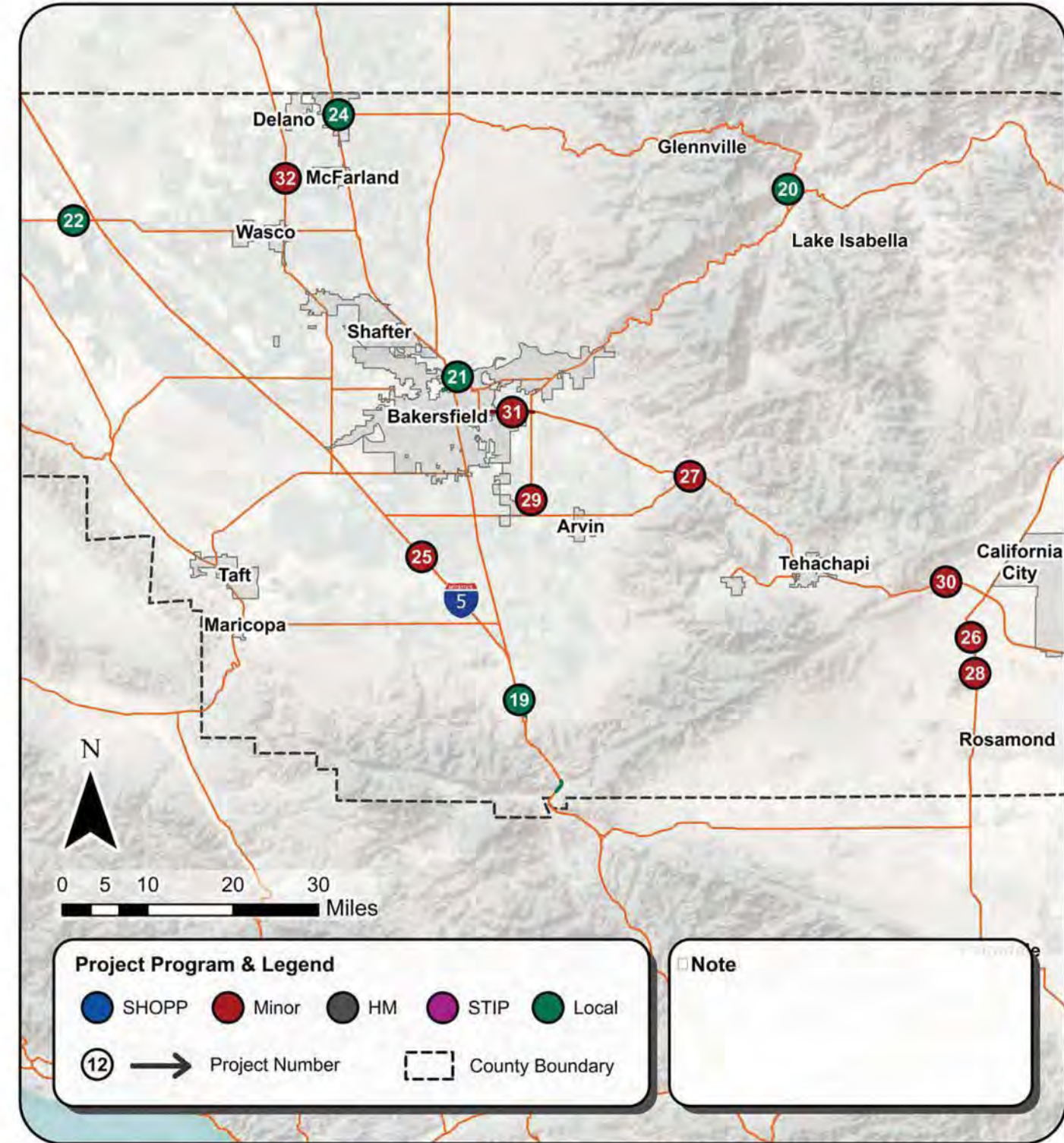




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
NON-SHOPP PROGRAM PROJECT LIST - PART II**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
NON-SHOPP PROJECT LIST								
19	0R100	6	5	9.5/12	Grapevine Interchange / Relocate Interchange	ENV	\$1,200	2025/26
20	0V770	6	155	68.2/R68.6	Usace Lake Isabella Oversight Projects / Realign Roadway	CON	\$419	Future
21	48450	6	204	5.9/6.8	Hageman Flyover / Extension and Connection to RTE 204	DES / ROW	\$5,658	2021/22
22	1A220	6	46	30.5/30.5	Lost Hills Pedestrian OC / Construct Pedestrian Overcrossing	DES	\$1,300	2020/21
23	48451	6	99	27.3/27.3	Hageman Flyover - Pedestrian Overcrossing / Pedestrian Overcrossing	DES	\$0	2021/22
24	1A500	6	155	0.47/0.47	SR-155/Lexington Intersection Improvement / Intersection Improvement	ENV	\$498	2021/22
25	0T030	6	5	28.17 / 28.17	Mobility - TMS / In Kern, Kings and Fresno Counties, on Route 5 at various locations. Install Vehicle Detection Systems (VDS).	CON	\$3,762	2020/21
26	37710	9	14	R15.5 / R15.5	Mojave Special Crews Building Remodel / Remodel Maintenance Station	CON	\$2,273	2020/21
27	1A330	6	58	76.1 / 76.6	KER 58 Eastern Kern Lane Replacement / Remove and Replace #2 Lane	ENV	\$1,900	2021/22
28	37730	9	14	L16.6 / L16.6	Mojave HMS Phase III / Construct Phase Three of Maintenance Station	CON	\$2,273	2020/21
29	0V290	6	184	1.5 / 1.5	Safety Improvements / In Kern County, in Lamont at Hall Road. Modify traffic signal.	DES	\$327	2021/22
30	38180	9	58	R107.0 / R107.0	Ca 58 CMS Maintenance Pull Out / Construct Pull Out	CON	\$382	2020/21
31	0Y940	6	58	R55.47 / R59.67	Pavement / In Kern County, in Bakersfield on Route 58 at various ramps/locations. Remove and replace pavement.	DES	\$400	2021/22
32	0N590	6	43	30.4 / 30.4	Safety - Collision Reduction / In Kern County, at Sherwood Avenue. Extend culvert.	DES	\$250	2021/22

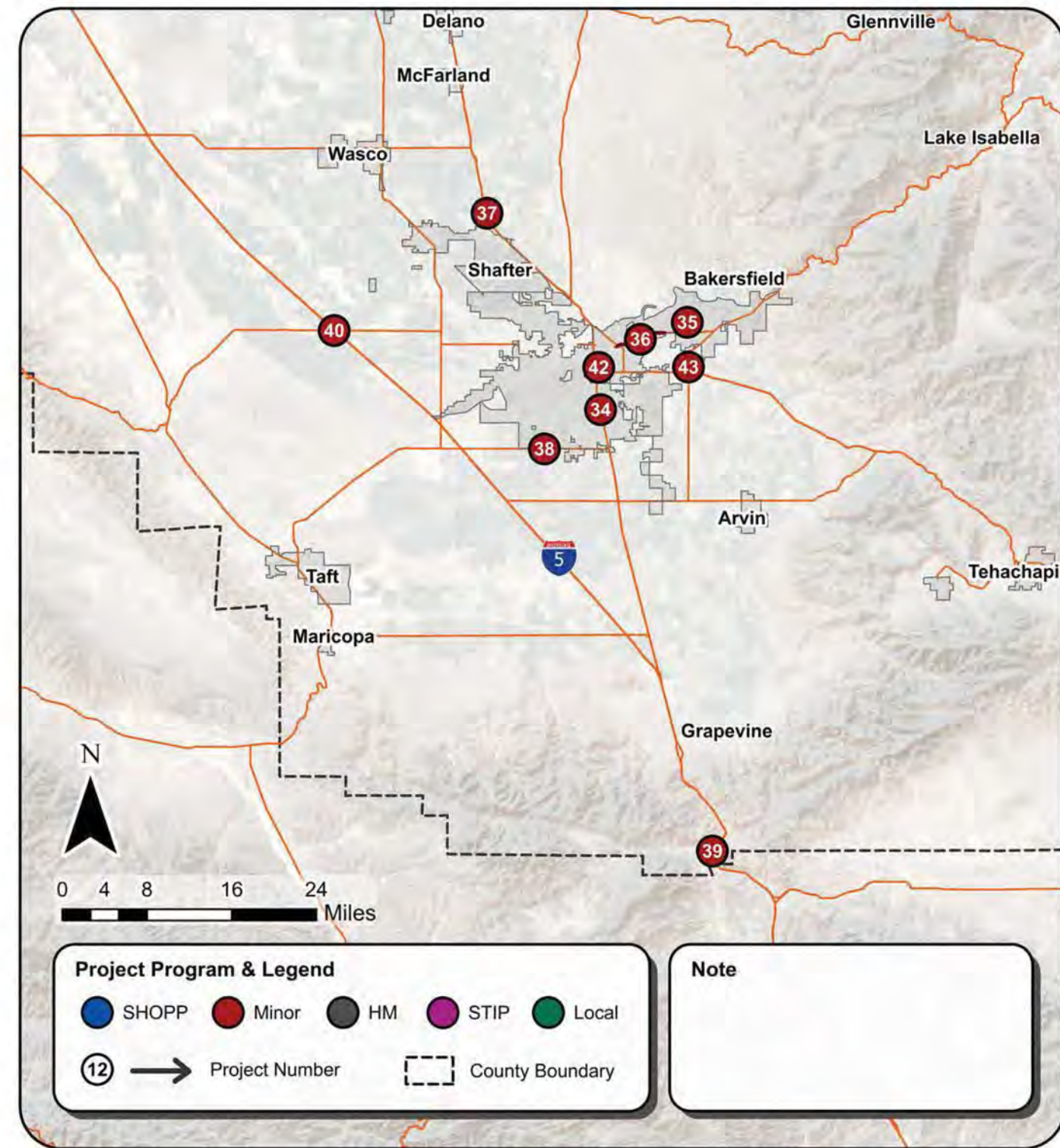




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
NON-SHOPP PROGRAM PROJECT LIST - PART III**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
NON-SHOPP PROJECT LIST								
33	0S790	6	178	R4.5 / R4.5	Pavement / In Kern County, in Bakersfield at the Mount Vernon Avenue westbound onramp. Remove and replace pavement.	DES	\$384	2021/22
34	1A150	6	99	20.6 / 20.6	Major Damage - Protective Betterments / In Kern County, in Bakersfield at Pacheco Road. Upgrade fence.	DES	\$163	2021/22
35	1A130	6	178	R4.6 / R5.2	Major Damage - Protective Betterments / In Kern County, in the city of Bakersfield at various locations. Construct fence.	DES	\$195	2021/22
36	0Y950	6	178	R1.89 / R5.78	Pavement / In Kern County, in Bakersfield on Route 178 at various ramps/locations. Remove and replace pavement.	DES	\$415	2021/22
37	0V130	6	99	R39.1 / R39.1	Pavement / In Kern County, near Bakersfield on Route 99 at Merced Avenue offramp. Remove asphalt pavement and replace with concrete pavement.	DES	\$600	2021/22
38	0X920	6	119	26.1 / 26.4	Safety Improvements / In Kern County, at Old River Road. Install safety lighting.	DES	\$205	2021/22
39	1B160	6	5	R0.0 / R0.0	Mobility - Operational Improvements / In Fresno, Kern, Kings, Madera and Tulare counties on various routes at various locations. Repair and replace detection loops	DES	\$325	2021/22
40	1C240	6	58	31.44 / 31.75	Pavement / In Kern County from 0.01 miles west of Route 5 SB offramp to Tracy Avenue (East). Remove and replace pavement and loops.	CON	\$385	2020/21
41	1A420	6	178	R4.6 / R4.6	Major Damage - Protective Betterments /	CON	\$134	2020/21
42	0X540	6	178	R2.26 / R2.26	Safety Improvements / In Kings County, at Pickerell Avenue. Install flashing beacon.	DES	\$205	2020/21
43	1A860	6	184	8.35 / 8.35	Pavement / In Kern County, near Bakersfield at Edison Road. Remove and replace pavement.	DES	\$410	2020/21

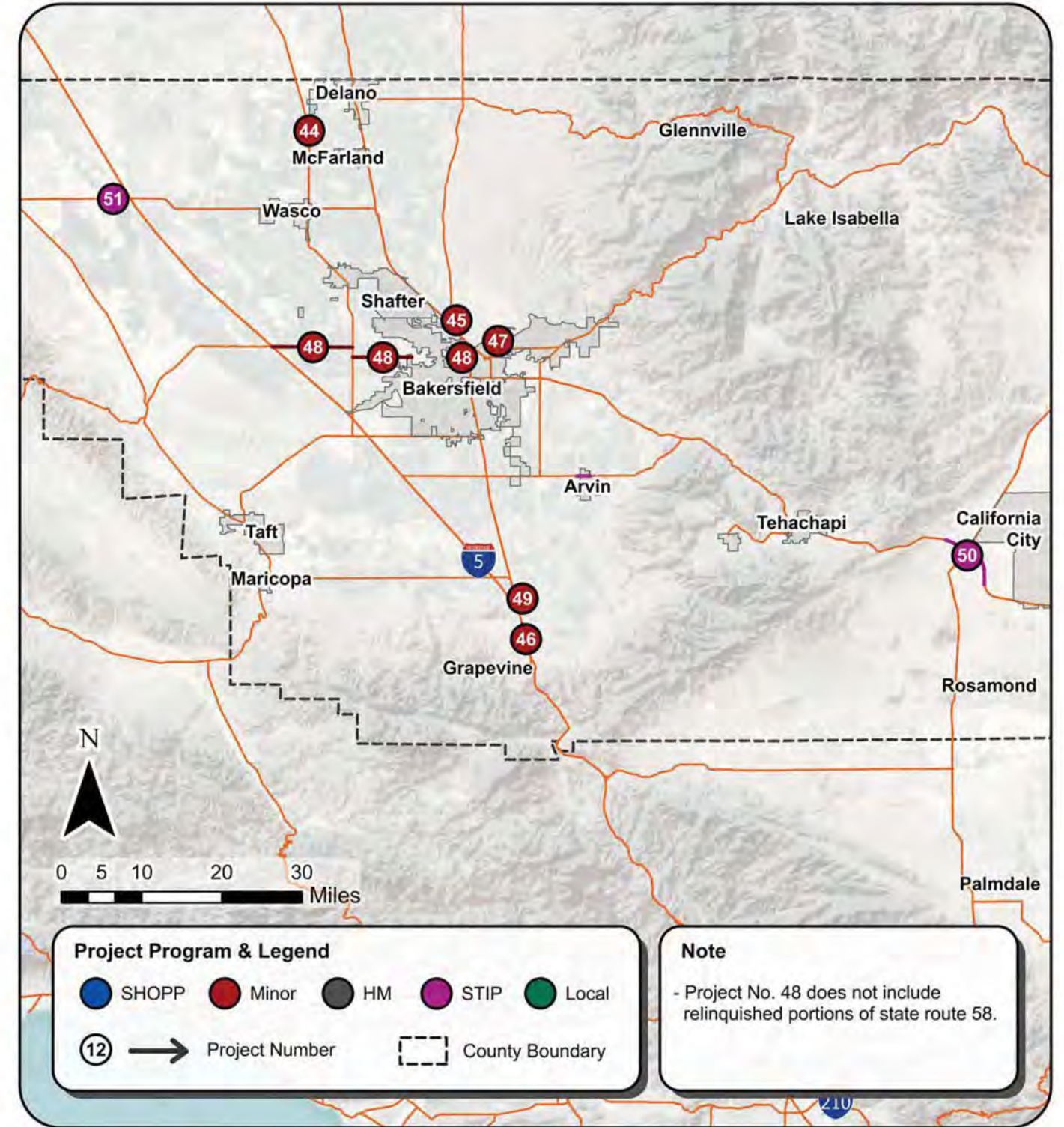




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
NON-SHOPP PROGRAM PROJECT LIST - PART IV**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
NON-SHOPP PROJECT LIST								
44	0Y340	6	43	33.2 / 33.5	Safety Improvements / In Kern County, at Pond Road. Install flashing beacon.	DES	\$173	2020/21
45	1A550	6	99	26.7 / 26.7	Bridge - Health / In Kern County, on Route 99 at the Calloway Canal Bridge and on Route 119 at the Weed Creek and Broad Creek Bridges. Repair bridges.	DES	\$555	2021/22
46	1C030	6	5	11.7 / 12.39	Mobility - WIM Scales & CVEFs / In Kern County from the Grapevine Commercial Vehicle Enforcement Facility to 2.6 miles south of the Route 99 junction. Replace weigh station message sign.	DES	\$500	2021/22
47	0Y780	6	99	26.502 / 26.502	Facilities / In Bakersfield, at the old California Highway Patrol (CHP) facility at 4040 Buck Owens Boulevard. Acquire facility to maintain Transportation Management Center (TMC) functions.	DES	\$106	2021/22
48	1B150	6	58	31.6 / 51.8	Kern Freeway Signs / Upgrade and Install Freeway Signs	CON	\$460	2020/21
49	1C330	6	5	13.54 / 13.8	Pavement / In Kern County at the NB off ramp to Wheeler Ridge. Remove and Replace HMA	DES	\$325	2021/22
50	44255	6	46	29.7/31.9	Route 46 Conv/Exwy Segment 4B / 2-Lane Conventional Highway to 4-Lane Expressway Segment 4B	CON	\$40,503	2020/21
51	24340	6	58	173.3/189.9	Mojave Bypass Closeout / Bypass	Closeout	\$87,010	Future



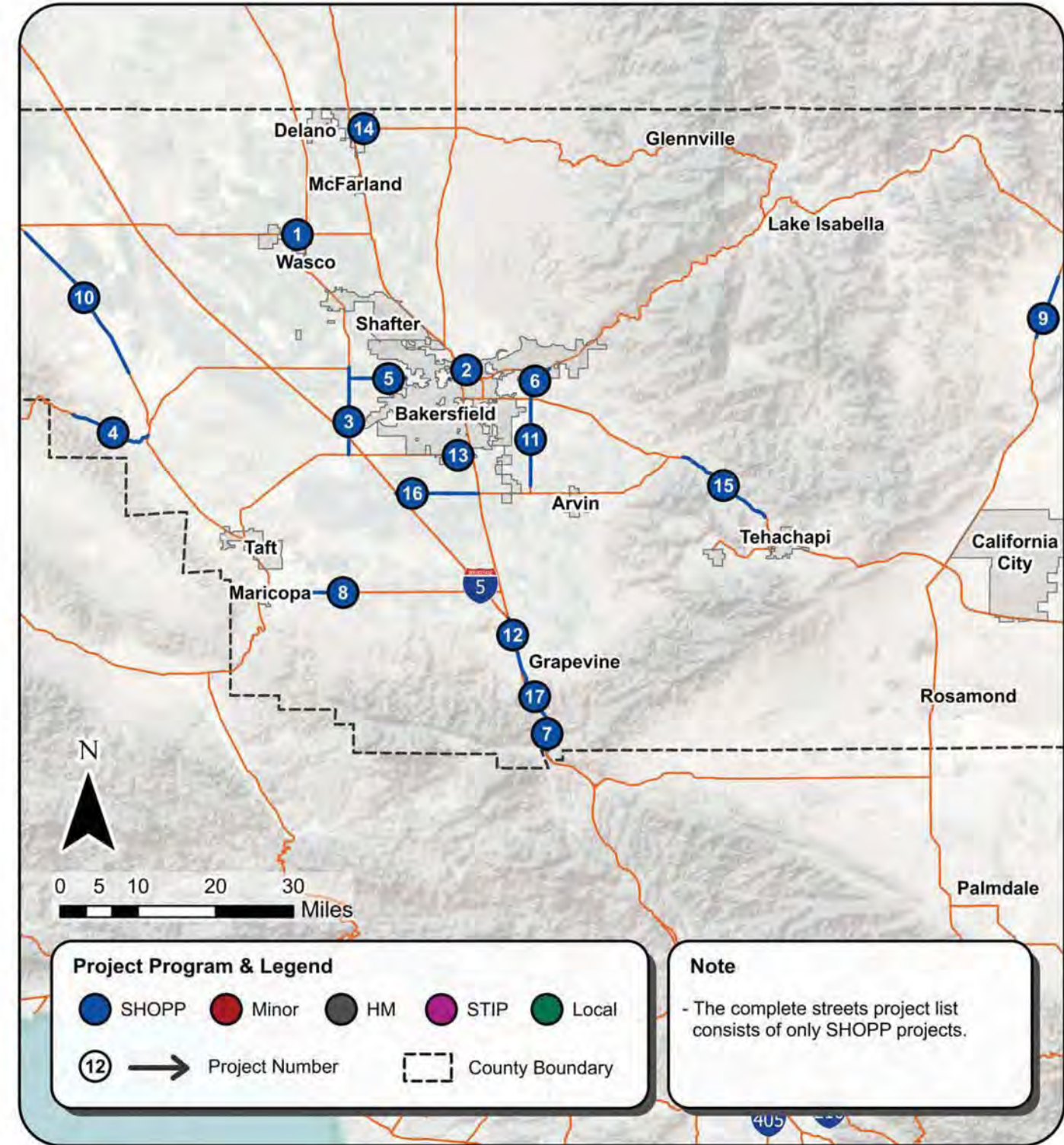
Note
- Project No. 48 does not include relinquished portions of state route 58.



**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
COMPLETE STREETS PROJECT LIST - PART I**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
COMPLETE STREETS PROJECT LIST								
1	0U480	6	46	49 / 50.9	Wasco Route 46 CAPM / Pavement Preservation (CAPM)	Closeout	\$7,610	2019/20
2	0U490	6	204	5.1 / 6.7	Golden Empire CAPM / Pavement Preservation (CAPM)	Closeout	\$5,105	2019/20
3	0U100	6	43	0 / 9.3	Enos Lane CAPM & ADA Curb Ramps / Pavement Preservation (CAPM)	CON	\$14,339	2019/20
4	0X350	6	58	6.00 / 15.40	Reward CAPM / Pavement Preservation (CAPM)	DES / ROW	\$15,970	2020/21
5	0U110	6	58	39.9 / 46	West Rosedale CAPM / Pavement Preservation (CAPM)	Closeout	\$12,400	2020/21
6	0U430	6	184	8.3 / 12.13	Morning Drive 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$12,140	2020/21
7	0X330	6	5	0.0 / 4.40	Fort Tejon 2R Rehab / Pavement Rehabilitation (2R)	ENV	\$31,350	2022/23
8	0X380	6	166	0.00 / 9.00	Maricopa Highway CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$14,540	2022/23
9	37890	9	14	46.2 / 52.8	Freeman 3 CAPM / Pavement Repair (CAPM)	ENV	\$8,707	2022/23
10	0Y130	6	33	40.40 / 59.00	Blackwell's Corner CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$22,570	2022/23
11	0U290	6	184	0.8 / 8.3	Weedpatch Hwy 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$33,055	2022/23
12	0U500	6	5	10.20 / 15.90	Wheeler Ridge CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$22,350	2023/24
13	0V610	6	119	28.3 / 31.28	Pumpkin Center 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$57,300	2023/24
14	0W810	6	155	0.00 / 1.50	Delano SR-155 Rehab (3R) / Roadway Rehabilitation (3R)	ENV	\$16,740	2023/24
15	37920	9	58	77.252 / 88.34	Keene Pavement / Pavement Repair CAPM/Rehab	ENV	\$165,515	2024/25
16	1C060	6	223	1.85 / 10.5	Kern 223 Rehab / Remove and Replace HMA (Full Depth Recycle)	ENV	\$9,877	2024/25
17	0W920	6	5	4.4 / 10.20	Grapevine Rehab / Pavement Rehabilitation (2R)	ENV	\$95,658	2024/25

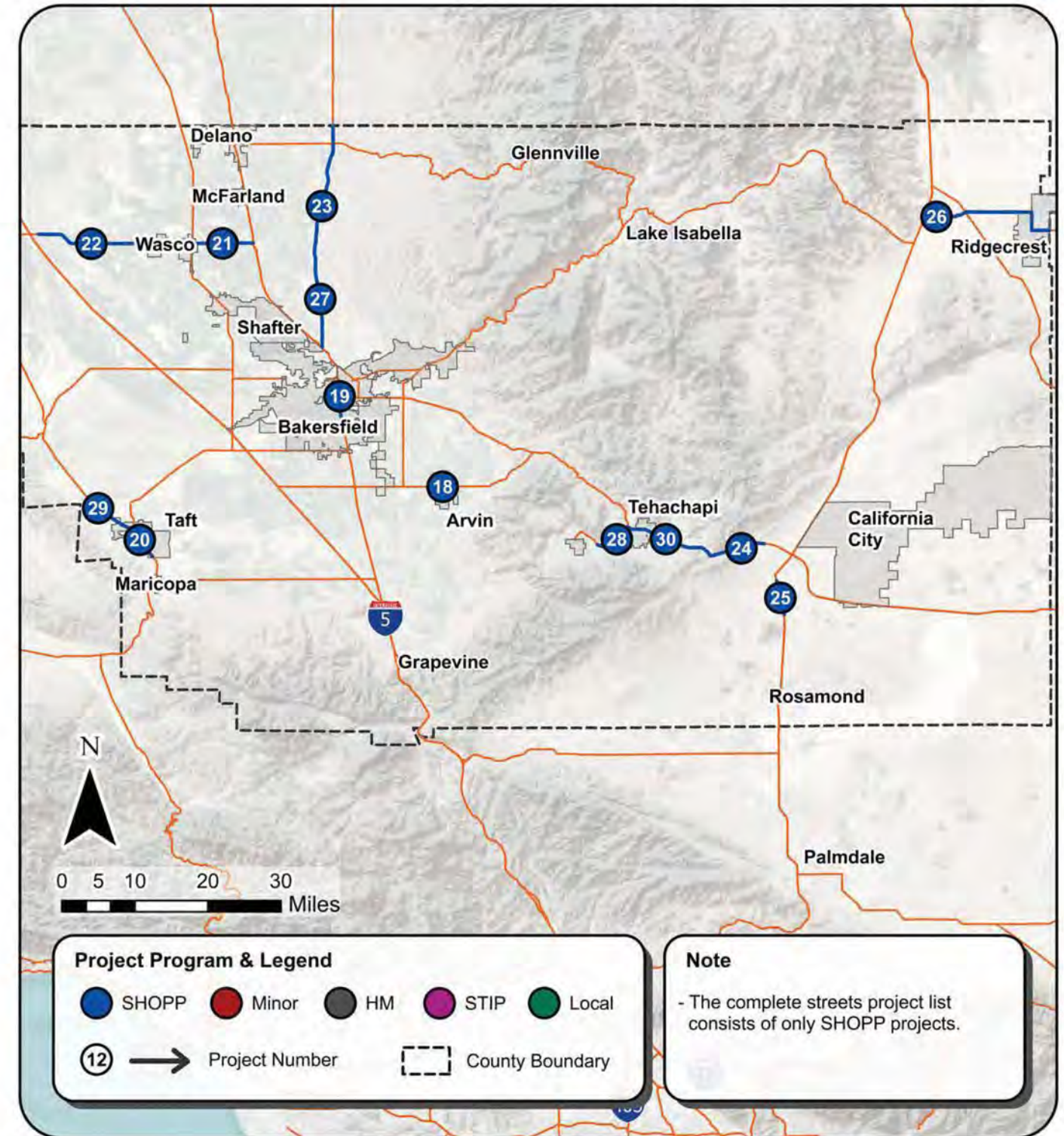




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
COMPLETE STREETS PROJECT LIST - PART II**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
COMPLETE STREETS PROJECT LIST								
18	0Y150	6	223	R20.1 / 21.3	Arvin CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$5,029	2024/25
19	0X370	6	99	21.15 / 24.60	Bakersfield 99 Rehab II (South) / Roadway Rehabilitation (3R)	ENV	\$68,290	2025/26
20	0W830	6	33	14.40 / 17.90	South Taft Rehab / Roadway Rehabilitation (3R)	ENV	\$26,704	2025/26
21	1A760	6	46	50.80 / 57.78	East Wasco CAPM / Rehabilitate Pavement	ENV	\$20,211	2025/26
22	1A680	6	46	33.50 / 46.00	Semitropic CAPM / Overlay RHMA, Upgrade Guardrail and Dikes	ENV	\$20,994	2025/26
23	19565	6	65	6.90 / 25.16	CAPM	Future	\$16,351	2026/27
24	38310	9	58	R99.8 / R107.7	Cache Creek Pavement / Restore Pavement and Drainage	ENV	\$39,623	2026/27
25	37520	9	14	R12.6 / 16.7	Mojave Pavement / Rehab/CAPM Pavement and Upgrade ADA	ENV	\$47,558	2026/27
26	38330	9	178	88.6 / 104.6	Ridgecrest/Inyokern Pavement / Restore Pavement, Fix Drainage and ADA	ENV	\$72,355	2027/28
27	19581	6	65	R0.0 / 6.9	CAPM	Future	\$13,058	2028/29
28	20430	9	202	R5.0 / 12.093	In Kern County in and near Tehachapi from the beginning of the route to route 58	Future	\$9,387	2028/29
29	19564	6	33	17.9 / 24.0	CAPM	Future	\$7,991	2028/29
30	37510	9	58	R90.5 / R100.0	In Kern county at Tehachapi from Exit 148 to 0.04 miles south of Cache Creek Overflow #2 bridge.	Future	\$41,208	2028/29





February 5, 2021

TO: Regional Project Delivery Partners

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

Joseph Stramaglia,
Project Delivery Team Lead

SUBJECT: **SAVE THE DATE - 2022 RTIP KCOG WORKSHOPS**

Please make a note of the dates and time listed below for the Kern COG 2022 RTIP Workshops. Reminder e-mail messages, workshop flyers, and agenda packages will be sent out as each date approaches. Dates will be included in updated TTAC and Board agenda reports.

- Wednesday **May 19, 2021** – 10:00 AM to 11:00 AM – teleconference
- Wednesday **July 21, 2021** – 10:00 AM to 11:00 AM – teleconference
- Wednesday **September 22, 2021** – 10:00 AM to 11:00 AM – teleconference

Topics for presentations and discussions will include but are not limited to the following items:

May Workshop

- STIP 101, latest guidelines and KCOG policy
- Current funding needs of projects in the STIP and those that were delayed
- Status of partnership projects in Eastern Kern MOU with Inyo, Mono & Caltrans
- Discussion on need for future call for projects

July Workshop

- Update on funding needs of projects in the STIP and those that were delayed
- Eastern Kern MOU response from Caltrans on 40% participation
- Advancing newer projects of interest and partnership
- Options for administrative draft 2022 RTIP Capital Improvement Program

September Workshop

- Review and discuss proposed administrative draft 2022 RTIP Capital Improvement Program

**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.

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.

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] DEC 15 2014
Ahron Hakimi, Executive Director Date

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

Inyo County Local Transportation Commission

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

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

Mono County Local Transportation Commission

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

[Signature] 11/13/14
Marshall Rudolph, County Counsel 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.06)

[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

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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- 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.

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 Newitt 1-7-99
Jeff Newitt Date
Executive Director

Mono County Local Transportation Commission

Joann Ronci 1-7-99
Joann Ronci Date
Chairman

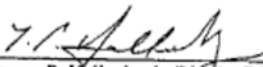
Marshall Rudolph 1/7/99
Marshall Rudolph Date
County Counsel

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:

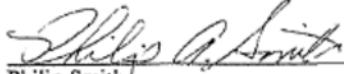
40% by the County RIP in which the PROJECT is located
40% by the State IIP
10% each by the two remaining County's RIPs

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

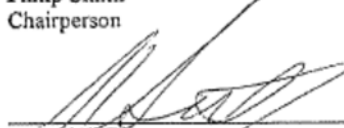
Attachment A

Kern Council of Governments:

Approved as to form:

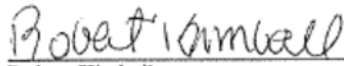

Philip Smith
Chairperson

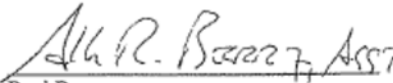

Kirk Perkins
Deputy County Counsel


Ronald E. Brummett
Executive Director

Inyo County Local Transportation Commission

Approved as to form:

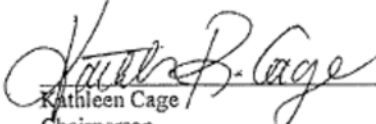

Robert Kimball
Chairman



Paul Bruce
County Counsel


Jeffrey Jewett
Executive Director

Mono County Local Transportation Commission

Approved as to form:

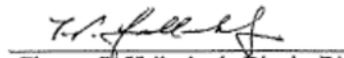

Kathleen Cage
Chairperson

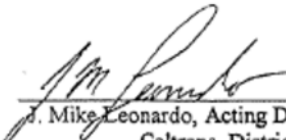

Marshall Rudolph
County Counsel


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	\$44,866	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	\$24,731	\$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	\$125	\$510	\$125	\$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.

CURRENT BASELINE 60/40 UPDATE PAGE 1 OF 3

DRAFT Regional Improvement Program 60/40 Formula Apportionment
(Programming After 2018 RTIP)

Project Description	Balance	Non - 60/40	Metro	%	Non-Metro	%
1998 RTIP Augmentation	\$6,177,000		\$3,706,200	60%	\$2,470,800	40%
Cecil Ave; Albany St-Browning Rd	\$5,646,000				\$531,000	
7th Standard; Rte 99-Santa Fe Exp.	\$5,070,000				\$576,000	
Wheeler Ridge Rd; Le Gray Rd-Rte 223	\$3,970,000				\$1,100,000	
Rte 14; old Rte 58-Phillips Rd	\$3,550,000				\$420,000	
Rte 46; SLO Co. line-Keck's Corner **	\$3,185,000				\$365,000	
Rte 46; Wasco Rte 43 N.-Jumper Ave	\$2,185,000				\$1,000,000	
Rte 58; in Tehachapi at Dennison Rd	\$1,685,000				\$500,000	
Rte 119; in Taft, Cherry-Tupman	\$868,000				\$817,000	
Rte 184; Rte 223-Panama Lane	\$254,000				\$614,000	
Rte 395; Inyo Co.-Olancha/Carthage	\$139,000				\$115,000	
1998 Balance	\$139,000 ^{ab}		\$0	0%	\$6,038,000	98%
2000 RTIP Committed Programming^{ac}	\$7,426,000		\$4,455,600	60%	\$2,970,400	40%
Rte 14; old Rte 58-Phillips Rd	\$2,000,000				\$5,426,000	
Rte 46; SLO Co. line-Keck's Corner **	\$1,000,000				\$1,000,000	
Rte 46; Keck's Road to I-5 **	\$0				\$1,000,000	
2000 Balance			\$0	0%	\$7,426,000	100%
2002 RTIP Committed Programming^{ac}	\$37,008,000		\$8,766,000	60%	\$5,844,000	40%
STIP PPM	\$36,510,000	\$498,000				
Westside Parkway ^{ad}	\$14,610,000	\$21,900,000				
Rte 14; near Rte 178	\$13,086,000				\$1,524,000	
Rte 46; Keck's Road to I-5 ^{ad}	\$8,631,000				\$4,455,000	
Rte 46; Rte43 N.-Jumper Ave	\$8,221,000				\$410,000	
Rte 58; in Tehachapi at Dennison Rd	\$7,186,000				\$1,035,000	
Rte 99; White Lane Soundwall	\$6,436,000		\$750,000			
Rte 119; in Taft, Cherry-Tupman	\$5,438,000				\$1,000,000	
Rte 184; Weedpatch Hwy	\$4,096,000				\$1,340,000	
Rte 395; China Lake Blvd to Rte178	\$3,296,000				\$800,000	
Rte 395; Mono Co. - Highpoint Curve	\$3,165,000				\$131,000	
Rte 395; I-15 to Rte 58	\$1,185,000				\$2,000,000	
West Ridgecrest Blvd	\$165,000				\$1,000,000	
7th Standard Road (East) - Wings Way	\$0		\$165,000			
2002 Balance			\$915,000	6%	\$13,695,000	94%
2004 RTIP Committed Programming^{ac}	\$72,132,000		\$24,643,800	60%	\$16,429,200	40%
STIP PPM	\$71,773,000	\$359,000				
Westside Parkway ^{ad}	\$41,073,000	\$30,700,000				
Rte 14; old Rte 58-Phillips Rd	\$22,960,000				\$18,113,000	
Rte 46; SLO Co. line-Keck's Corner **	\$22,160,000				\$800,000	
Rte 46; Rte43 N.-Jumper Ave	\$21,500,000				\$680,000	
Rte 119; in Taft, Cherry-Tupman	\$21,000,000				\$500,000	
Rte 178; at Fairfax Rd	\$6,000,000		\$15,000,000			
7th Standard Road Interchange	\$3,500,000		\$2,500,000			
7th Standard Road (East) - Wings Way	\$1,000,000		\$2,500,000			
7th Standard Road (West) - Shafter	\$0				\$1,000,000	
2004 Balance			\$20,000,000	49%	\$21,073,000	51%

CURRENT BASELINE 60/40 UPDATE PAGE 2 OF 3

DRAFT Regional Improvement Program 60/40 Formula Apportionment
(Programming After 2018 RTIP)

Project Description	Balance	Non- 60/40	Metro	%	Non-Metro	%
2006 RTIP - Respreading Budget**	\$13,014,000		\$7,733,400	60%	\$5,155,600	40%
STIP PPM	\$12,889,000	\$125,000				
Rte 58; in Tehachapi at Dennison Rd	\$11,720,000				\$1,169,000	
Rte 395; China Lake Blvd to Rte178	\$11,280,000				\$440,000	
Rte 395; Inyo Co.-Indep. Mitigation	\$11,200,000				\$80,000	
7th Standard Road (West) - Shafter	\$0				\$11,200,000	
2006 Balance			\$0	0%	\$12,889,000	100%
2006 RTIP Augmentation	\$20,592,000		\$1,843,200	60%	\$1,228,800	40%
STIP PPM	\$19,772,000	\$820,000				
Westside Parkway**	\$3,072,000	\$16,700,000				
Rte 46; Keck's Road to Rte 33**	\$2,622,000				\$450,000	
Rte 395; Inyo Co.-Independence	\$687,000				\$1,935,000	
Rte 395; Inyo Co.-Olancha/Cartago	\$0				\$687,000	
2006 Augmentation Balance			\$0	0%	\$3,072,000	100%
2008 RTIP Committed Programming	\$164,761,000		\$81,756,800	60%	\$41,171,200	40%
STIP PPM	\$161,598,000	\$3,163,000				
Westside Parkway**	\$28,398,000	\$58,670,000	\$74,530,000			
Rte 46; SLO Co. line-Keck's Corner **	\$27,098,000				\$1,300,000	
Rte 46; Keck's Road to Rte 33**	\$0				\$27,098,000	
2008 Balance			\$74,530,000	72%	\$28,398,000	28%
2010 RTIP Committed Programming	\$54,477,000		\$31,620,000	60%	\$21,080,000	40%
STIP PPM	\$52,700,000	\$1,777,000				
Westside Parkway	\$2,700,000		\$50,000,000			
SR 99: South	\$0		\$2,700,000			
2010 Balance			\$52,700,000	100%	\$0	0%
2012 RTIP Committed Programming	\$16,318,000		\$9,232,800	60%	\$6,155,200	40%
STIP PPM	\$15,388,000	\$930,000				
Rte 14; near Rte 178	\$9,868,000				\$5,520,000	
Rte 395; Inyo Co. Olancha/Cartago	\$7,700,000				\$2,168,000	
West Ridgecrest Blvd	\$1,500,000				\$6,200,000	
Challenger Drive Ext.	\$0				\$1,500,000	
2012 Balance			\$0	0%	\$15,388,000	100%
2014 RTIP Committed Programming	\$5,803,000		\$3,123,000	60%	\$2,082,000	40%
STIP PPM	\$5,205,000	\$598,000				
Rte 119; Truck Climbing Lane	\$0				\$5,205,000	
2014 Balance			\$0	0%	\$5,205,000	100%
2016 RTIP Respreading Budget**	\$38,398,000		\$22,560,600	60%	\$15,040,400	40%
STIP PPM	\$37,601,000	\$797,000				
Rte 46; Lost Hill Rd to E of I-5; 4A**	\$33,501,000				\$4,100,000	
Rte 58; Westside Parkway Connector	\$500,000		\$33,001,000			
Rte 395; Inyo Co. Olancha/Cartago Arch.	\$0				\$500,000	
2016 Balance			\$33,001,000	87%	\$4,600,000	12%

CURRENT BASELINE 60/40 UPDATE PAGE 3 OF 3

DRAFT Regional Improvement Program 60/40 Formula Apportionment
(Programming After 2018 RTIP)

Project Description	Balance	Non- 60/40	Metro	%	Non-Metro	%
2018 RTIP Committed Programming	\$38,820,000		\$22,842,000	60%	\$15,228,000	40%
STIP PPM	\$38,070,000	\$750,000				
Rte 14 Freeman Gulch-Segment 2	\$36,110,000				\$1,960,000	
Rte 46; Brown Mat.-e/o Lost Hills Rd; 4B**	\$33,710,000				\$2,400,000	
Rte 58; WS Pkwy Conn Mainline Ph1	\$3,500,000		\$30,210,000			
Rte 132 Expressway, Phase 1	\$0				\$3,500,000	
2018 Balance			\$30,210,000	79%	\$7,860,000	21%
2020 RTIP Cycle	\$40,645,000		\$23,937,000	60%	\$15,958,000	40%
STIP PPM	\$39,895,000	\$750,000				
Rte 46; CA Aque. Br-e/o Lost Hills Rd; 4B**	\$36,295,000				\$3,600,000	
Rte 46; Brown Mat.-CA Aqueduct; 4C	\$9,295,000				\$27,000,000	
Rte 395; Inyo Co. Olancha/Cartago	\$0				\$9,295,000	
2020 Balance			\$0	0%	\$39,895,000	100%
End Balance**			\$211,356,000	56%	\$185,539,000	44%
			<u>\$226,137,000</u>	<u>60%</u>	<u>\$150,758,000</u>	<u>40%</u>
			-\$14,781,000		\$14,781,000	

Notes:

** As per \$45 million total commitment.

** Carryover included in the next RTIP fund estimate because no project was ready to utilize for any phase of development.

** The 2006 RTIP and 2016 RTIP do not offer any new programming dollars instead existing unallocated programming from previous RTIP cycles has been respread.

** \$145 million of 1998 RTIP funds were dedicated to the former Kern River Freeway in the Metro area at the beginning of SB45 and before the 60/40 policy adoption. The "End Balance" is calculated without the \$145 million.

** "End Balance" analysis consists of the sum of committed programming. Kern COG staff was careful not to double count any commitments. Please bring any corrections to the attention of Kern COG staff.

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

**KERN COG BOARD ROOM/ Go To Meeting
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA**

**WEDNESDAY
June 2, 2021
10:00 A.M.**

SPECIAL NOTICE

**Public Participation and Accessibility
June 2, 2021 Transportation Technical Advisory Committee**

On March 17, 2020, Governor Gavin Newsom issued Executive Order N-29-20, which includes a waiver of Brown Act provisions requiring physical presence of the Council or the public in light of the COVID-19 pandemic. Based on guidance from the California Governor's Office and Department of Public Health, as well as the County Health Officer, in order to minimize the potential spread of the COVID-19 virus, Kern Council of Governments hereby provides notice that as a result of the declared federal, state, and local health emergencies, and in light of the Governor's order, the following adjustments have been made:

- The meeting scheduled for **June 2, 2021, at 10:00 a.m.** will have limited public access to maintain social distancing. Masks will be required to attend the meeting in person.
- Consistent with the Executive Order, Committee/Board Members may elect to attend the meeting telephonically and participate in the meeting to the same extent as if they were physically present.
- The public may participate in the meeting and address the Committee in person under Public Comments.
- If the public does not wish to attend in person, they may participate in the meeting and address the Committee as follows:

If you wish to comment on a specific agenda item, submit your comment via email to feedback@kerncog.org **no later than 9:30 a.m. June 2, 2021**. Please clearly indicate which agenda item number your comment pertains to. If you wish to make a general public comment not related to a specific agenda item, submit your comment via email to feedback@kerncog.org **no later than 9:30 a.m. June 2, 2021**.

<https://www.gotomeet.me/KernCOG/ttacmeeting>

**Dial +1 (786) 535-3211
Access Code: 269-963-557**

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) 635-2900. 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

III. **APPROVAL OF DISCUSSION SUMMARY: Minutes from meeting of May 5, 2021.**

IV. **INTELLIGENT TRANSPORTATION SYSTEMS (ITS) KERN UPDATE – MONITORING PROGRAM**

(Pacheco)

Comment: This is the annual project status report.

Action: Information.

V. **AIR QUALITY CONFORMITY ANALYSIS FOR THE 2021 FTIP AND 2018 RTP – TIMELINE**

(Liu)

Comment: Upcoming schedule for the Conformity Analysis re-determination.

Action: Information.

VI. **ACTIVE TRANSPORTATION PROGRAM CYCLE 5 AUGMENTATION - MPO PROJECT LIST**

(Staff)

Comment: The California Transportation Commission (CTC) is anticipating the state budget May Revise that proposes the addition of \$500 million to the Active Transportation Program (ATP) - Cycle 5 program of projects. This additional funding may provide an additional \$4.5 million of new programming capacity for MPO choice projects.

Action: Information.

VII. **2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM** (Stramaglia)

Comment: Every two years in the odd-numbered year, regional transportation planning agencies are to submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission for their approval in December of the same odd-numbered year.

Action: Information.

VIII. **ANNOUNCEMENTS**

IX. **MEMBER ITEMS**

X. **ADJOURNMENT** – The next meeting will be held on June 30, 2021 (July meeting).

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

DISCUSSION SUMMARY FOR MAY 5, 2021 TTAC

KERN COG BOARD ROOM/GO TO MEETING
1401 19th Street, Suite 300
BAKERSFIELD, CALIFORNIA

Wednesday
May 5, 2021
10:00 A.M.

Chairman Schlosser called the meeting to order at approximately 10:02 a.m. A roll call was conducted by Ms. McCulloch for attendance.

I. ROLL CALL

MEMBERS PRESENT:

Christine Viterilli	City of Arvin
Stuart Patteson	City of Bakersfield
Shawn Monk	California City
Ed Galero	City of Delano
Steve Barnes	GET
Bob Neath	County of Kern
Mario Gonzales	City of McFarland
Alex Gonzalez	City of Shafter
Craig Jones	City of Taft
Kameron Arnold	City of Wasco
Lorena Mendibles	Caltrans

OTHER:

Yolanda Alcantar	County of Kern
Asha Chandy	Bike Bakersfield
Susanna Kormendi	City of Bakersfield
Diana Garcia	City of McFarland

STAFF:

Ahron Hakimi	Kern COG
Rob Ball	Kern COG
Rochelle Invina	Kern COG
Raquel Pacheco	Kern COG
Veronica McCulloch	Kern COG
Bob Snoddy	Kern COG
Linda Urata	Kern COG

- 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.

III. APPROVAL OF DISCUSSION SUMMARY: Minutes from meeting of March 31, 2021.

Mr. Monk made a motion to approve the discussion summary, Mr. Barnes seconded the motion. Ms. McCulloch performed a roll call vote and motion carried unanimously with a roll call vote.

IV. MOBILITY INNOVATIONS AND INCENTIVES PROGRAM - STATUS REPORT

Ms. Urata presented a staff report with the following information tot the committee:

Kern COG staff carry out Mobility Innovations and Incentives Program elements while telecommuting for COVID-19 compliance. This is a summary report from January 25, 2021 to April 30, 2021.

In April, the Kern COG Board of Directors and the California Energy Commission each approved moving forward with an agreement to award \$700,515 to Kern COG for the Phase II-Blueprint Implementation (Solicitation GFO-19-603). The Kern COG Board also approved establishing Memorandums of Understanding with seven electric vehicle charging station site hosts as follows: the Kern Community College District (Bakersfield College) and the cities of Arvin, Bakersfield, Delano, McFarland, Shafter, and Wasco. The CEC agreement terminates on June 30, 2024. Kern COG staff is working to have the agreements fully executed by May 26, 2021. Of this funding 89.3% will be passed to the site hosts (\$604,000) who provide matching funds (\$198,808) and \$21,508 is budgeted for electric bicycles. Kern COG will dedicate part of its WE 603.3 Mobility Innovations outreach budget over 2 years as matching funds. The total project budget is \$943,356.

Kern COG met with the San Joaquin Valley Air Pollution Control District (District) to discuss how to coordinate projects funded through the CEC agreement and the District's ChargeUp! incentive program.

Kern COG also met separately with the District, and the statewide Advanced Transportation and Logistics program of the Community College System to coordinate District grant funding and local certification testing for the Electric Vehicle Infrastructure Training (EVITP) program for state certified electricians based in the San Joaquin Valley with training and certification offered by EVITP.org. The CEC attended the San Joaquin Valley EV Partnership Meeting on April 8th to gain input to their fiscal year 2021-2022 of \$17.9 million investment in Light Duty EV Infrastructure. The CEC seeks to develop "rural resiliency" for charging, TNC operations, and Multi-Unit Dwelling Charging.

The CALeVIP program funding in the San Joaquin Valley have all been provisionally reserved. For information, visit <https://calevip.org/incentive-project/san-joaquin-valley>.

On April 8th, the California Energy Commission issued a Notice of Proposed Awards for its Solicitation GFO-20-601: Blueprints for Medium- and Heavy-Duty Zero-Emission Vehicle Infrastructure. Kern COG partnered with Gladstein, Neandross, and Associates to secure this grant of \$199,929. For more information about the solicitation, visit [GFO-20-601 - Blueprints for Medium- and Heavy-Duty Zero-Emission Vehicle Infrastructure \(ca.gov\)](https://www.energy.ca.gov/2020/04/blueprints-for-medium-and-heavy-duty-zero-emission-vehicle-infrastructure).

Please find attached to this report an update to the EV Charging Space inventory, by Zip Code.

This report is for informational purposes only.

V. FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AMENDMENT – TIMELINE

Ms. Pacheco presented a staff report with the following information to the committee:

The upcoming amendment will include revisions to the State Highway / Regional Choice Program, Regional Surface Transportation Program, Transit Program, and Non-Motorized Program. The amendment documentation will be emailed to the TTAC when the public review period begins May 7th.

This item is for information only.

VI. PROJECT ACCOUNTABILITY TEAM REPORT

Ms. Pacheco presented a staff report with the following information to the committee:

Highlights include: 1. Transportation Development Act Article 3, Active Transportation Program, Congestion Mitigation Air Quality Program, Regional Surface Transportation Program project updates were provided by attendees. Please remember to submit TDA Article 3 project invoices to Bob Snoddy so projects can be closed out and removed from the project status report. 2. TDA Article 3 call for projects applications are due June 14th. 3. The 2021 Federal Transportation Improvement Program or FTIP was approved April 16th. The 2019 FTIP is no longer valid. New this cycle is the CTIPS Report that is available on the Kern COG FTIP website, please refer to this report for the FTIP records that include the federal approval date when submitting request for authorization to Caltrans and Federal Transit Administration. 4. Congestion Mitigation Air Quality Program and Regional Surface Transportation Program call for projects applications are due August 12th.

This item is for information only.

VII. INTELLIGENT TRANSPORTATION SYSTEMS (ITS) KERN UPDATE – MONITORING PROGRAM

Ms. Pacheco presented a staff report with the following information to the committee:

The Intelligent Transportation System Plan for the Kern Region was approved by the Kern COG Board on June 21, 2018. Section 12.4 of the plan reads: Annually, a listing of the projects recommended in the ITS Plan will be produced and a project status update will be requested. Please review and provide updates to Table 12-1 Kern Region Prioritized Project List by May 21st. Updates received will be part of a staff report for the June TTAC and Kern COG Board meetings.

This item is for information only.

VIII. KERN COG SENATE BILL NO. 1 TRANSIT – CALTRANS STATE OF GOOD REPAIR ESTIMATED FY 2021-22 ANNUAL APPORTIONMENT

Mr. Snoddy presented a staff report with the following information to the committee:

Caltrans State of Good Repair (SGR) Program allocates annual funds from Senate Bill No.1 legislation to the Kern region.

The Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), signed by the Governor on April 28, 2017, includes a program that will provide additional revenues for transit infrastructure repair and service improvements. This investment in public transit will be referred to as the State of Good Repair (SGR) Program. This program receives funding of approximately \$105 million annually. SGR funds are to be made available for eligible transit maintenance, rehabilitation, and capital projects.

SB 1 emphasizes the importance of accountability and transparency in the delivery of California's transportation programs. Therefore, to be eligible for SGR funding, potential agencies must comply with various reporting requirements. The SGR Guidelines will describe the general policies and procedures in carrying out the reporting requirements and other statutory objectives of the Road Repair and Accountability Act of 2017.

Kern COG staff is publishing Caltrans' SGR FY 2021-21 estimated annual apportionment initiated by Caltrans State of Good Repair (SGR) Program staff totaling \$1,438,351. **Caltrans will post the FY 2021-22 Kern region member agency's project document on the CalSMART website by mid or late July 2021. FY 2021 SGR projects are due to Caltrans on the CalSMART website no later than September 1, 2021.**

Kern COG staff has prepared a regional **SGR** Kern regional apportionment schedule which can be found online with the complete agenda from this meeting.

Caltrans requires Kern COG to submit a Kern COG Board adopted a resolution that supports the Kern region SGR projects. Caltrans SGR eligible applicants are required to complete an SGR Project Submittal List from

Caltrans's "CalSMART" online reporting tool (<https://calsmart.dot.ca.gov>). Please contact Bob Snoddy at 661-635-2916 or e-mail bsnoddy@kerncog.org for any questions or additional information.

This item was for informational purposes only.

IX. TDA BIENNIAL APPORTIONMENT REPORT

Kern COG staff has prepared a biannual report of the Transportation Development Act (TDA) apportionment status of member agencies.

In the interest of transparency, Kern COG staff will prepare a biannual report to provide the Transportation Technical Advisory Committee and Transportation Planning Policy Committee members a "snapshot" look at when its last TDA claim was filed and the remaining balance of TDA monies in its account.

The Transportation Development Act (TDA) was established in 1971 as the Mills-Alquist-Dede Act (SB 325) and enacted by the California Legislature to improve existing public transit services and encourage regional transportation coordination. The TDA provides two funding sources:

1. Local Transportation Fund (LTF), which is derived from the statewide sales tax collected statewide (1/4 cent general sales) and
2. State Transit Assistance Fund (STA), which is derived from the statewide sales tax on diesel fuel (adjusted by legislation)

TDA Fund revenues from the county's LTF must be apportioned, by population, to areas within the county. An area can be a transit district (designated by the City of Bakersfield to be Golden Empire Transit District), city (the incorporated municipalities in Kern County), county (County of Kern and Kern Transit), etc. Where there is a transit district, separate apportionments are made to areas within and outside the district. Using Kern County as an example: The City of Bakersfield apportions its TDA apportionment to Golden Empire Transit District by agreement and a portion of the County's apportionment goes to Golden Empire Transit District to serve county residents residing within the unincorporated but urbanized area within Golden Empire Transit District's defined service area also by agreement (Kern-In). The County of Kern and Kern Transit receives the remaining LTF funds (Kern-Out) for the unincorporated areas of the county for fixed-route, regional routes, and contracted demand responsive service (Dial-a-Ride) throughout rural Kern County and by contract with the City of Tehachapi.

TDA Fund revenues from the State Transit Assistance (STA) portion of TDA provides a second source of TDA funding for transportation planning and mass transportation purposes as specified by the Legislator. STA funds are allocated to the operator within the county. The allocations are based on the operator's share of revenues when compared with all of the other operators in the State. STA funds may not be allocated to fund an operator's administration cost or streets and roads project. Once member agency staff is aware of its outstanding TDA balance, Kern COG staff will work collectively and directly with member agency staff to process all outstanding TDA Local Transit Funds (LTF) and State Transit Assistance Fund (STAF) fiscal year claims. TDA funds have no sunset clause and remain available to the member agency until claimed.

Please note: There is no requirement for member agencies to file their entire estimated apportionment within any given fiscal year. Although Kern COG staff recommends its member agencies file an annual Public Transit claim to assist its annual transit service costs, larger transit agencies may delay spending annually apportioned funds for large capital projects such as facility replacement(s), fleet replacement, expensive streets and roads maintenance projects, etc.

All TDA claims filed within any fiscal year will be disbursed once the State of California's Department of Finance provides funds for the member agency (usually quarterly).

Member agency staff may contact Greg Palomo, Financial Services Director to assist with and initiate the TDA claim process.

This item was for informational purposes only.

X. 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Ms. Invina presented the staff report for Mr. Stramaglia:

Updates this month to the 2022 RTIP Process – Attachment A, the Baseline Capital Improvement Program, is updated to reflect the California Transportation Commission regional project programming funded by COVID transportation dollars by adding SR 202 / Hageman Flyover and SR 58 Truck Climbing Lanes projects to the Capital Improvement Program baseline list. The second item is a reminder that Kern COG staff will conduct the 2022 RTIP Workshop No. 1 on Wednesday, May 19, 2021. The virtual workshop will begin at 10:00 AM. The third item is a reminder that the California Transportation Commission is scheduled to adopt Fund Estimate Assumptions that will inform our County Share information needed to advance the 2022 RTIP process.

This item was for informational purposes only.

XI. ANNOUNCEMENTS – None.

XII. MEMBER ITEMS –

- Per Mr. Patteson, Nick Fidler has resigned as Public Works Director for the city of Bakersfield. He's moving on to Riverside County. Mr. Patteson will be acting Public Works Director. He is moving the position to the alternates for his duties on the TTAC.
- Shawn Monk thanked Rob Ball for coming to California City's Planning Commission and presenting Kern COG 101. Rob is excited at the opportunity of doing the presentation for other cities.

XIII. ADJOURNMENT- The meeting adjourned at 10:41 a.m. The next meeting will be held on June 2, 2021.



June 2, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: IV.
INTELLIGENT TRANSPORTATION SYSTEMS (ITS) KERN UPDATE –
MONITORING PROGRAM

DESCRIPTION:

This is the annual project status report.

DISCUSSION:

Background

The ITS Plan for the Kern Region was approved by the Kern COG Board on June 21, 2018 and Federally acknowledged on July 9, 2018. The ITS Plan serves as a planning roadmap for ITS strategies and projects to be implemented in the region. This Plan provides guidance to stakeholders on the planning, development, and funding of ITS projects. The contents of this document include project and strategy prioritization and phasing, and then makes recommendations for the use and maintenance of the Regional ITS Architecture to ensure that the projects and strategies from the Plan are implemented.

The 2018 ITS Plan for the Kern Region is posted on the Kern COG website at:

<https://www.kerncog.org/wp-content/uploads/2018/06/Final-Del-12-2018-ITS-Plan-for-the-Kern-Region.pdf>.

Monitoring Program

Section 12.4 of the ITS Plan reads: Annually, a listing of the projects recommended in the ITS Plan will be produced and a project status update will be requested. A status report would be provided to the Transportation Technical Advisory Committee and Kern COG Board.

Updates to Table 12-1 Kern Region Prioritized Project List were due May 21st. No updates were received; however, Kern COG is providing a copy of a press release that was circulated by Caltrans District 9. Please see attached.

Attachment: Caltrans adds new cameras and weather stations in D9

ACTION: Information.

Raquel Pacheco

From: Joe Stramaglia
Sent: Friday, April 16, 2021 8:57 AM
To: Kern COG Staff
Subject: FW: Caltrans adds new cameras and weather stations in D9

From: Caltrans D9 Public Information Office <d9publicinfo@dot.ca.gov>
Sent: Friday, April 16, 2021 8:48 AM
To: Joe Stramaglia <JStramaglia@kerncog.org>
Subject: Caltrans adds new cameras and weather stations in D9

State of California • Department of Transportation

NEWS RELEASE



Date: April 16, 2021
District: 9 – Eastern Kern, Inyo, and Mono Counties
Contact: Christine Knadler
Email: Christine.knadler@dot.ca.gov
Phone: (760) 927-7217



FOR IMMEDIATE RELEASE

Caltrans Announces Additional Traffic Cameras and Weather Stations throughout District 9

Caltrans has added additional closed-circuit television (CCTV) cameras and roadside weather information systems (RWIS) in eastern Kern county to provide improved service and communication in District 9. Mono county installations are scheduled for late Spring/Summer.

Recent additions to the statewide CCTV and RWIS system were installed in the following areas:
Eastern Kern County
On State Route 58

Broome Road
Summit (near Tehachapi Blvd.)
Cameron Canyon Road
Cache Creek Road
On U. S. Highway 395
Bradys/Inyokern- near the junction of State Route 14

Additional locations to be installed late this Spring/early Summer include:

Mono County
On U.S. Highway 395
North of Bishop, near the top of the Sherwin Grade
Owens Gorge Road, near Tom's Place
McGee Creek Road
Glass Creek Road at the Crestview Maintenance Station, north of SR 203/Mammoth Lakes
Obsidian Road, south of the junction at State Route 158 S/June Lake
Sonora Junction at State Route 108 at the Caltrans Sonora Maintenance Station

The CCTV and RWIS locations provide Caltrans, local agencies and the public access to current traffic information and weather. Each camera is monitored by the district's dispatch team in the Traffic Management Center (TMC). The weather stations are also monitored and report temperature, wind speed, and relative humidity. These technologies enable the TMC to issue high-wind alerts, high-profile prohibitions, and detect incoming storms to assist local crews in road preparations and incident response.

All CCTV and RWIS locations in California can be easily accessed on your mobile phone or desktop by viewing the Caltrans QuickMap site. On this site, users can choose the specific dropdowns inside the three options shown below as Facilities, Road Conditions and Waze Alerts to customize their selection. Inside these options you will find Cameras, Road Condition, CHP incidents, Rest Areas with Electric Vehicle Charger locations and more. Once your customized selections have been chosen, the map automatically inserts your chosen options. (<http://quickmap.dot.ca.gov/>)

For more information about Caltrans District 9 projects, please
visit: <http://www.dot.ca.gov/d9/projmgmt/projects.html>
and follow us on Facebook (Caltrans District 9) and Twitter (@Caltrans9).

For those with sensory disabilities requiring alternate formats (i.e. Braille, large print, sign language interpreter, etc.) and those needing information in a language other than English, please contact Christine Knadler at 760-872-0676 or TTY 711.

#



Caltrans District 9 | 500 S Main St, Bishop, CA 93514

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June 2, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Rob Ball, Deputy Director/Planning Director
Vincent Liu, Regional Planner

SUBJECT: TTAC AGENDA ITEM: V.
Air Quality Conformity Analysis for the 2021 FTIP and 2018 RTP – Timeline

DESCRIPTION:

Upcoming schedule for the Conformity Analysis re-determination.

DISCUSSION:

This Conformity update covers the anticipated availability of new transportation conformity budgets in the Moderate Area 2016 PM 2.5 Plan and 2018 PM 2.5 Plan that are currently undergoing Environmental Protection Agency (EPA) review. This is being processed as a Valley-wide conformity re-determination. The upcoming schedule is provided below for your reference.

CONFORMITY ANALYSIS	
Public review period begins	Wednesday, June 2, 2021
TPPC meeting – public hearing	Thursday, June 17, 2021
Public review period ends	Friday, July 2, 2021
Regional approval	Mid-July 2021
Federal approval	August 2021

At the June 17, 2021 Kern COG Board meeting, staff will request delegated authority from the Kern COG Board authorizing Kern COG's Executive Director to approve the Conformity Analysis, via resolution, upon the close of the public comment period and review of all comments.

ACTION: Information



VI. TTAC

June 2, 2021

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VI.
Active Transportation Program Cycle 5 Augmentation - MPO Project List

DESCRIPTION: The California Transportation Commission (CTC) is anticipating the state budget May Revise that proposes the addition of \$500 million to the Active Transportation Program (ATP) - Cycle 5 program of projects. This additional funding may provide an additional \$4.5 million of new programming capacity for MPO choice projects.

DISCUSSION: The California Transportation Commission (CTC) is notifying regional agencies about the possible addition of \$500,000,000 of revenue to the Active Transportation Program based on information in the draft 2021-22 State Budget May Revise. In anticipation of the approval of the 2021-22 State Budget including the May Revise additions, CTC staff is developing an ATP Cycle 5 augmentation process to fund additional projects from the current list of reviewed and ranked applications not yet funded by either state choice or MPO choice. In order to expedite the regional project approval process and submit a new ATP MPO Cycle 5 project list for CTC approval by August 2021, Kern COG staff recommends the following actions take place pending final implementation decisions by the CTC.

TENTATIVE TIMELINE ATP MPO CYCLE 5 AUGMENTATION		
June 2, 2021	KCOG TTAC Meeting	Roll out new information about ATP MPO Cycle 5
TBD	KCOG TTAC Sub-	Discuss draft Project List – date to be determined
June 17, 2021	KCOG Board Meeting	Review Draft Augmentation Project List
June 30, 2021	July KCOG TTAC Meeting	Request recommendation to approve project list
July 15, 2021	July KCOG Board Meeting	Request approval of project list
August 18-19, 2021	CTC Scheduled Meeting	Adopt ATP MPO Cycle 5 Augmentation Projects

To begin this process, the recently completed and adopted ATP MPO Cycle 5 Contingency List has been recycled into Attachment A – Projects Under Consideration. A more refined project list will be prepared and distributed by the TTAC meeting date which will reflect the programming budget and other considerations. One of the other considerations is that CTC staff may require regions to backfill previously selected MPO projects that were not fully funded. So, Attachment A could also include the City of Bakersfield project that did not previously receive full funding due to financial constraint. This revised list will be used to conduct the TAC sub-committee meeting and development of a staff recommendation.

Action: Information.

Enclosure: Attachment A – Projects Under Consideration

ATTACHMENT A - PROJECTS UNDER CONSIDERATION
KERN COUNCIL OF GOVERNMENTS ATP MPO CYCLE 5 AUGMENTATION
Metropolitan Planning Organization Component
(\$ in thousands)

MPO	Application ID	County	Project Title	Total Project Cost	ATP Request	21-22 Funds	22-23 Funds	23-24 Funds	24-25 Funds	PA&E	PS&E	ROW	CON	CON NI	Fund totals	Project Type	DAC	SRTS	BA	ATP RUNNING BALANCE
KCOG	6-Bakersfield, City of-4	Kern	North Bakersfield Bicycle Connectivity Project	\$ 234	\$ 234											Small Infrastructure	X	X		\$ 234
																ATP FUNDING				
KCOG	9-Tehachapi, City of-2	Kern	Valley Boulevard and Mill Street Gap Closure Project	\$ 3,509	\$ 2,934	\$ 284	\$ 2,650									Medium Infrastructure	X			\$ 3,168
																ATP FUNDING				
3340	6-Bakersfield, City of-3	Kern	Garces Memorial Circle	\$ 172	\$ 172	\$ 172										Small Infrastructure	X	X		\$ 3,340
																ATP FUNDING				
KCOG	6-Bakersfield, City of-1	Kern	California Avenue (Oleander Avenue to R Street)	\$ 770	\$ 770	\$ 770										Small Infrastructure	X	X		\$ 4,110
																ATP FUNDING				
KCOG	6-Bakersfield, City of-5	Kern	Kern River at 24th Street	\$ 1,368	\$ 1,368	\$ 127	\$ -	\$ 117	\$ 1,124							Small Infrastructure	X	X		\$ 5,478
																ATP FUNDING				
KCOG	6-Wasco, City of-1	Kern	Central Avenue Class I & Class II Bicycle Trails, Wasco	\$ 409	\$ 404	\$ 35	\$ 369									Small Infrastructure	X			\$ 5,882
																ATP FUNDING				
KCOG	6-Kern County - D6-1		Kern River Parkway Multi-Use Path Safety Improvement Project	\$ 1,999	\$ 1,939		\$ 1,939									Small Infrastructure	X			\$ 7,821
																ATP FUNDING				
			Total	\$ 8,461	\$ 7,821	\$ 1,388	\$ 4,958	\$ 117	\$ 1,124											



VII. TTAC

June 2, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Joseph Stramaglia,
Project Delivery Team Lead

SUBJECT: TTAC AGENDA ITEM: VII.
2022 Regional Transportation Improvement Program

DESCRIPTION:

Every two years in the odd-numbered year, regional transportation planning agencies are to submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission for their approval in December of the same odd-numbered year.

DISCUSSION:

The California Transportation Commission (CTC) has initiated the 2022 Regional Transportation Improvement Program (2022 RTIP) process at their January 27– 28, 2021 meeting to develop a statewide 2022 State Transportation Improvement Program (2022 STIP) for projects of regional significance. The general order of this process is 1) CTC develops a statewide 5-Year regional share fund estimate; 2) CTC updates 2022 STIP guidelines; 3) regions submit RTIP's; and 4) the CTC consolidates RTIP's and approves the 2022 STIP.

2022 Regional Transportation Improvement Program Schedule		
January 2021	CTC	Adopted 2022 STIP Fund Estimate Schedule
March 24-25, 2021	CTC	Present Fund Estimate Assumptions to Commissioners
May 12-13, 2021	CTC	Adopt Fund Estimate Assumptions
May 19, 2021	KCOG	Regional Workshop
June 23-24, 2021	CTC	Present Draft Fund Estimate
July 21, 2021	KCOG	Regional Workshop
August 18-19, 2021	CTC	Adopt Statewide Fund Estimate and Guidelines
September 22, 2021	KCOG	Regional Workshop
September 1 & 16, 2021	KCOG	Circulate Adm. Draft 2020 RTIP TTAC & TPPC
October 6 & 21, 2021	KCOG	Circulate Draft 2020 RTIP TTAC & TPPC
November 3 & 18, 2021	KCOG	Regional Adoption of 2022 RTIP TTAC & TPPC
December 15, 2021	KCOG	Submit 2022 RTIP to the CTC by December 15, 2021
February 2022	CTC	Conduct Southern/Northern California Public Hearing
March 2022	CTC	CTC will circulate staff recommendation for 2022 STIP
April 2022	CTC	Approve final 2022 STIP

The process for the region is to 1) establish new programming capacity defined by the state's fund estimate; 2) assess current regional project needs including cost estimate updates; 3) develop a Capital Improvement Program; and 4) regionally adopt the 2022 RTIP for submission to the CTC by December 15, 2021.

Updates this month to the 2022 RTIP Process – The first item of note is that the California Transportation Commission is scheduled to present the draft Fund Estimate at the June 23-24, 2021 meeting. The draft Fund Estimate will propose County Shares for regional agencies in California including Kern COG. The County Share, if any, will determine if new programming can be proposed in the 2022 RTIP. On May 19, Kern COG staff conducted the Kern COG 2022 RTIP Workshop No. 1. The virtual workshop began at 10:00 AM and provided an overview of the various elements of the anticipated 2022 RTIP process. Workshop No. 2 is scheduled for July 21 at 10:00 AM and will be virtual as well. Workshop topics for July will focus on Capital Improvement Program options based on the draft Fund Estimate and County Share.

Current 2020 STIP as Adopted - Kern COG projects in the current 2020 State Transportation Improvement Program include highway capacity projects on State Routes 14, 46 and 58. It must be noted that specific regional actions from the 2020 RTIP cycle affect how the 2022 RTIP cycle program of project recommendations is developed. First, because there was no new funding capacity for the 2020 RTIP cycle, a regional decision of note was to defer \$30 million from a Caltrans partnership project at State Route 58 and 99 in order to advance construction of the final phase of State Route 46 widening project near Interstate 5. Because the 58 / 99 auxiliary lane project was deferred, it was also removed from the STIP. It is the region's intent that RTIP funding be used to supplement other state construction funding in the State Highway Operations Protection Program (SHOPP). It is staff's intention to restore this programming if there is funding capacity to do so and if Caltrans is advancing the design of the auxiliary lane.

The second important action of note taken during the 2020 RTIP cycle was to elevate the need for truck climbing lanes on State Route 58 east of Bakersfield. It is the region's intent that this project will also become a SHOPP project. However, the RTIP process could play a future role in advancing pre-construction phases to develop the project. Significant coordination with Caltrans will be required for both the auxiliary lane and truck-climbing lane projects. The third important action that the Board approved was on State Route 14, the Freeman Gulch widening project, which came to a stand-still when Caltrans was unable to offer its 40% of funding for these partnership projects with Inyo and Mono County. As a result, the Kern COG Board agreed with staff that the Freeman Gulch projects for segments 2 or 3 could not advance without the Caltrans funding partnership intact.

These projects are part of the 2020 State Transportation Improvement Program and reflected in a recent CTC document called the 2020 Report of STIP Balances County and Interregional Shares, or, the 2020 Orange Book. This publication presents current programming for regions statewide including the status of any allocation or other project activity. Attachment A of this report includes the report pages with Kern activity listed. This information will be the point of beginning for establishing the proposed regional Capital Improvement Program which will be developed over the next several months. The table below provides construction status of projects from either the 2018 STIP, the 2020 STIP, or both.

SR 14 Freeman Gulch	Segment 2 - this project is currently in the design phase but is shelved
SR 46 Widen Seg 4A	Construction was completed in 2020
SR 46 Widen Seg 4B	This project is currently under construction
SR 46 Widen Seg 4C	This project is scheduled for construction in 2022
SR 58 Centennial	Centennial Corridor – Mainline: this project is currently under construction
SR 58 & 99 Aux Lane	This is a Caltrans partnership project which was temporarily shelved
SR 58 Truck Climbing Lanes	This is a Caltrans partnership project which is now being introduced to the STIP
SR 204 / Hageman	This is a local project which is now being introduced to the STIP

2020 STIP funding – It is important to recap that the adopted Fund Estimate established for the 2020 STIP cycle did not provide new programming for California regions in the outer two years of programming. As a result, regions were not able to advance new phases of work for projects already in progress. For Kern, the Board approved the decision to move \$30 million of existing programming from Metropolitan Bakersfield out to the State Route 46 widening project that was in progress and in need of final funding to secure construction. This transfer of programming was at the core of the Kern 2020 RTIP cycle.

Update of Kern COG Project Delivery Policies and Procedures – In March of 2019, the Kern COG Board adopted the latest version of the Kern COG Project Delivery Policies and Procedures document which included updates to Chapters 1, 2 and 3. Chapter 3 focuses on the Regional Transportation Improvement Program process. The purpose of the update was to bring the Kern COG document to be more in alignment with recently adopted State Transportation Improvement Program Guidelines as adopted by the California Transportation Commission. At the heart of the update was the need to review and update performance measure requirements in the Kern COG policy document that not only are more consistent with the latest STIP process but more competitive for the many other discretionary transportation programs. Once completed in March 2019, the Transportation Technical Advisory Committee advised Kern COG staff that a new call for RTIP projects would not be initiated due to the lack of RTIP funding going forward. They did not feel that the required effort was commensurate with the available funding. This issue will be revisited during the 2022 RTIP cycle.

Action: Information.

- Enclosures: Attachment A: 2022 RTIP Capital Improvement Program – Baseline Version 2
 Attachment B: 2020 CTC Orange Book
 Attachment C: Current Listings of State Highway Maintenance Project Investments
 Attachment D: Schedule of Regional 2020 RTIP Workshops
 Attachment E: Eastern California MOU
 Attachment F: 60 / 90 Equity Report

ATTACHMENT A

KERN COUNCIL OF GOVERNMENTS - 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM - BASELINE VERSION 2 CAPITAL IMPROVEMENT PROGRAM (\$ X 1,000)																					
BASELINE VERSION 2 - ADDING IN STIP COVID FUNDS PROGRAMMING FOR SR 204/HAGEMAN FLYOVER AND SR 58 TRUCK CLIMBING LANES - SEE NOTES 5 AND 6																					
PROJECT DESCRIPTION	NOTES	PRIORITY	CURRENT AND PROPOSED PHASES				PROJECT TOTAL	KCOG ALL RIP TOTAL	SUMMARY OF ALL FUNDING SOURCES				KCOG RTIP CAPITAL IMPROVEMENT PROGRAM - RIP ONLY								
			SR99	DCS	ROW	CDM			IIP	KCOG SHARE RIP	OTHER	TOTAL	PRIOR YEAR	2020 STIP CARRYOVER			NEW 2022 RTIP		2022 RTIP		
														2022-23	2023-24	2024-25	2023-24	2024-25		MAX SHARE	APDE
PLANNING, PROGRAMMING & MONITORING						\$ 1,500	\$ 1,500	\$ -	\$ 1,500	\$ -	\$ 1,500	\$ -	\$ 1,500		\$ 300	\$ 300	\$ 300	\$ 300	\$ 300	\$ -	\$ -
2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM - PROPOSED CAPITAL IMPROVEMENT PROGRAM																					
SR 99 - CENTENNIAL CORRIDOR INTERCHANGE IMPROVEMENT PHASE 2	7	1	●			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 58 CENTENNIAL CORRIDOR MAINLINE AB 3090 ALLOCATIONS	2	1	●	●	●	\$ 63,211	\$ 18,963	\$ -	\$ 63,211	\$ -	\$ 63,211	\$ 44,248	\$ 18,963	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 46 - WIDENING SEGMENT AB	3	2	●	●	●	\$ 40,503	\$ 6,000	\$ -	\$ 6,000	\$ 34,503	\$ 40,503	\$ 8,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 46 - WIDENING SEGMENT 4C	4	2	●	●	●	\$ -	\$ 27,000	\$ -	\$ 27,000	\$ 10,000	\$ 37,000	\$ 700	\$ 26,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 204 / HAGEMAN FLYOVER	5	B	●	●	●	\$ 63,723	\$ 2,686	\$ -	\$ 2,686	\$ 61,037	\$ 63,723	\$ -	\$ -	\$ 2,686	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 58 TRUCK CLIMBING LANES	6	B	●			\$ -	\$ 3,728	\$ -	\$ 3,728	\$ 1,523	\$ 5,251	\$ 2,272	\$ 1,456	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MOU PROJECTS																					
SR 14 - FREEMAN GULCH SEG 2	7	B	●	●		\$ 4,900	\$ 1,960	\$ 1,960	\$ 1,960	\$ 980	\$ 4,900	\$ 1,960	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
US 395 - OLANCHA CARTAGO	8	B	●	●	●	\$134,872	\$ 12,856	\$ 64,549	\$ 12,856	\$ 57,967	\$134,872	\$ 12,856	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
APDE PROJECTS (ADVANCE PROJECT DEVELOPMENT ELEMENT)																					
NO APDE PROJECTS IDENTIFIED	9					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL FOR 2022 RTIP SUBMITTAL						\$308,709	\$ 74,693	\$ 66,509	\$118,941	\$165,510	\$350,960	\$ 68,036	\$ 47,019	\$ 2,986	\$ 300	\$ 300	\$ 300	\$ -	\$ -	\$ -	\$ -

NOTE 1: THIS INTERCHANGE IMPROVEMENT PROJECT ON STATE ROUTE 99 AT STATE ROUTE 58 WILL ADD AN AUXILIARY LANE AND RETAINER WALL TO THE SOUTHBOUND SR 99 LANE. \$30 MILLION WAS ALLOCATED TO THE SR 46 PROJECT AS PART OF THE 2020 RTIP PROCESS. FOR THE 2022 RTIP, KERN COG MAY SEEK TO RESTORE AT LEAST \$30 MILLION FOR A CONSTRUCTION PHASE CONTRIBUTION IN CONJUNCTION WITH A SR 99 SHOPP PROJECT IN THE SAME AREA TO CONDUCT PAVEMENT REPAIR AND REPLACEMENT.

NOTE 2: THE AB 3090 ALLOCATION PAYMENTS WERE APPROVED BY THE CTC ON OCTOBER 17, 2019. THIS PROJECT WILL CONTINUE FORWARD IN THE 2022 STIP. THIS PROJECT IS UNDER CONSTRUCTION.

NOTE 3: SR 46 WIDENING SEGMENT AB IS NOW UNDER CONSTRUCTION. THIS PROJECT DOES NOT REQUIRE ADDITIONAL STIP FUNDING AND DOES NOT NEED TO MOVE FORWARD INTO THE 2022 RTIP.

NOTE 4: SR 46 WIDENING SEGMENT 4C WAS MADE WHOLE AS PART OF THE 2020 STIP. CONSTRUCTION IS PROGRAMMED IN 2023-23 AND REQUIRES TO ADVANCE INTO THE 2022 RTIP.

NOTE 5: SR 204 / HAGEMAN FLYOVER WAS ADDED WITH THE 2021 MID-CYCLE STIP AND INCLUDES BOTH STIP (\$2,686 MILLION) AND NON-STIP (\$2,585 MILLION) COVID FUNDING. Total COVID \$5,251 MILLION.

NOTE 6: SR 58 TRUCK CLIMBING LANES WAS ADDED WITH THE 2021 MID-CYCLE STIP AND INCLUDES BOTH STIP (\$2,272 MILLION) AND NON-STIP (\$1,456 MILLION) COVID FUNDING. Total COVID \$3,728 MILLION.

NOTE 7: SR 14 FREEMAN GULCH IS IN THE 2020 STIP AND PART OF THE MOU AGREEMENT. THIS PROJECT IS CURRENTLY SUSPENDED OR SHELVED DUE TO LACK OF CALTRANS 40% RTIP PARTICIPATION.

NOTE 8: US 395 OLANCHA CARTAGO IS AN EASTERN CALIFORNIA MOU PROJECT AND WAS FULLY FUNDED IN THE 2018 RTIP CYCLE. CONSTRUCTION IS EXPECTED TO ADVANCE THIS YEAR. THIS PROJECT SHOULD NOT NEED TO ADVANCE INTO THE 2022 RTIP. HOWEVER, IT WILL REMAIN IN THE CIP TO REFLECT KCOG CONTRIBUTIONS TO THE PROJECT.

NOTE 9: APDE OPTIONS ARE OBTAINED IN EACH RTIP BUDGETS UPDATE AND DEPENDENT ON OTHER YEAR CAPACITY. PROPOSED APDE ACTIVITY IS CONSIDERED AN ADVANCE OF FUTURE RIP SHARE.

2020 SUMMARY OF STIP COUNTY SHARE

Does Not Include (TIP Interregional Shares (See Separate Listing)
(\$1,000's)

Total County Share, June 30, 2019 (from 2019 Report)	106,546
Adjustment for 2017-18 and 2018-19 lapses	0
Less 2018-19 Allocations and closed projects	(13,994)
Less Projects Lapsed, July 1, 2019-June 30, 2020	0
2020 STIP Fund Estimate Formula Distribution	16,758
Total County Share, June 30, 2020	109,310

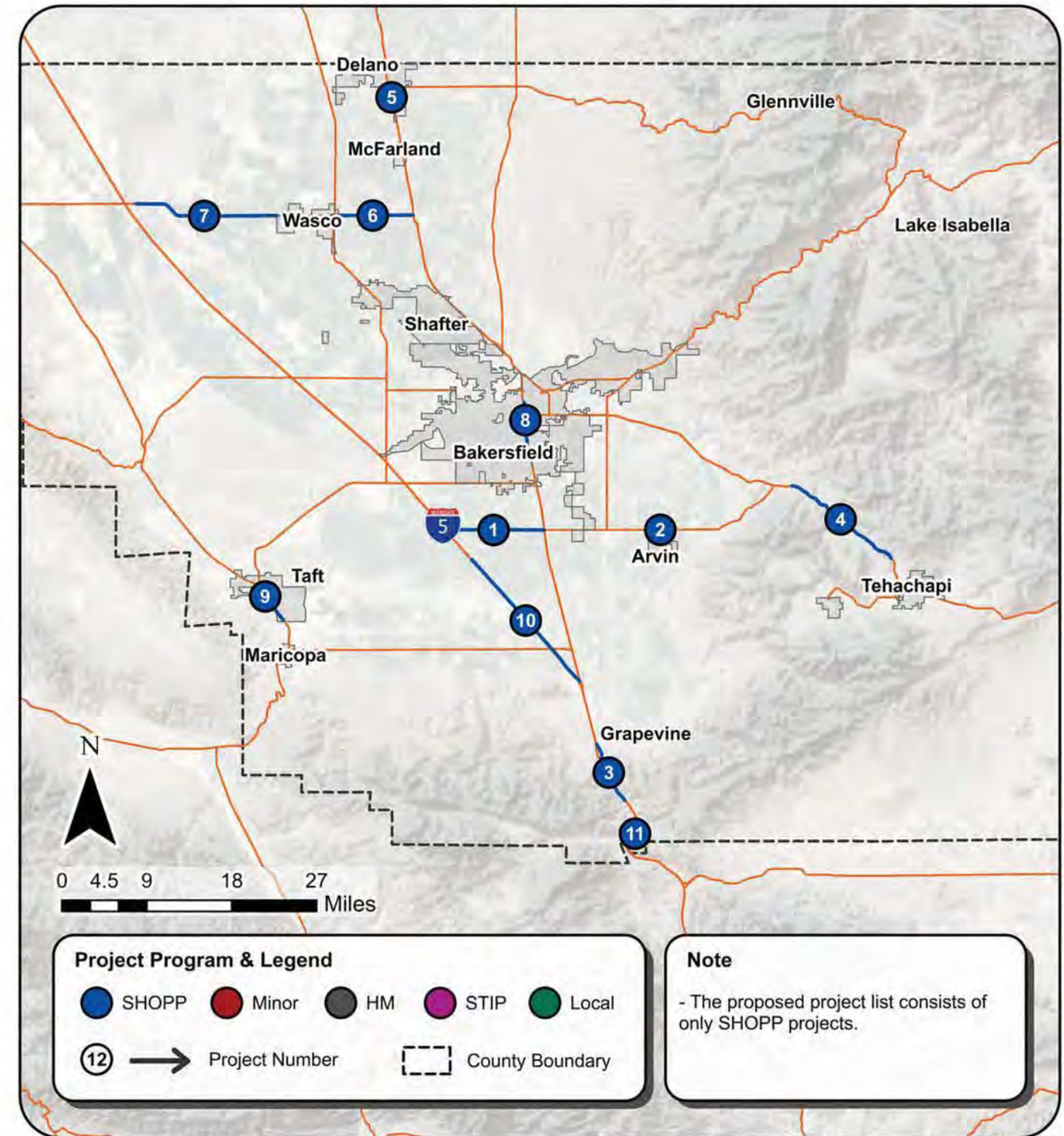
Kern																																													
Agency	Rte	PPND	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year						Project Totals by Component																															
								Prior	20-21	21-22	22-23	23-24	24-25	R/W	Const	E & P	PS&E	R/W Sup	Con Sup																										
Highway Projects:																																													
Caltrans	46	3412	Wasco-Jumper Av, 4 lane, env			close	2,070	2,070	0	0	0	0	0	0	0	0	0	0	2,070	0	0	0	0	0	0	0	0	0	0	0	0	0													
Caltrans	58	3482	Tehachapi Dennison Rd interchange			close	1,636	1,636	0	0	0	0	0	0	0	0	0	0	648	988	0	0	0	0	0	0	0	0	0	0	0	0													
Bakersfield	loc	3705A	Rt 58-Westside Parkway Connector I/C-Ph2			delete	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
Bakersfield	cash	3705B	AB 3090 Reimbursement (Westside Pkwy-Ph1)(18S-07)			Jun-20	18,983	0	18,963	0	0	0	0	0	0	0	0	0	18,963	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
Caltrans	14	8042B	Freeman Gulch widening-Segment 2 (RIP 40%)				1,960	1,960	0	0	0	0	0	0	0	0	0	0	0	0	1,960	0	0	0	0	0	0	0	0	0	0	0	0												
Caltrans	46	3386D	Widen to 4 lanes, Pavilion-a/o Lost Hills Rd, Seg 4B				5,400	0	5,400	0	0	0	0	0	0	0	960	3,500	0	0	0	340	600	0	0	0	0	0	0	0	0	0	0												
Caltrans	395	170	Olancho-Cartago 4-lane expressway (RIP 10%)				13,793	4,498	0	9,295	0	0	0	0	0	2,480	8,310	937	731	350	985	0	0	0	0	0	0	0	0	0	0	0	0												
Bakersfield	cash	3705B	AB 3090 Reimbursement (Westside Pkwy-Ph1)(18S-07)				37,927	0	0	18,964	18,963	0	0	0	0	0	37,927	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Caltrans	46	3386E	Widen 4 Ins. Browns Material-Farnsworth, Seg 4C (5B1)				27,000	0	700	0	26,300	0	0	0	0	100	20,900	0	500	100	5,400	0	0	0	0	0	0	0	0	0	0	0	0	0											
Kern COG		8L03	Planning, programming, and monitoring				1,500	0	300	300	300	300	300	300	0	1,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Subtotal, Highway Projects							110,249	10,164	25,363	28,559	45,663	300	300	3,540	91,100	3,655	4,179	790	6,985																										
Total Programmed or Voted since July 1, 2019							110,249																																						
Balance of STIP County Share, Kern																																													
							Total County Share, June 30, 2020	109,310																																					
							Total Now Programmed or Voted Since July 1, 2019	110,249																																					
							Unprogrammed Share Balance	0																																					
							Share Balance Advanced or Overdrawn	939																																					



**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
PROPOSED PROJECT LIST (YEARS 6-7)**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
PROPOSED PROJECT LIST (YEARS 6-7)								
1	1C060	6	223	1.85 / 10.5	Kern 223 Rehab / Remove and Replace HMA (Full Depth Recycle)	Proposed	\$9,877	2024/25
2	0Y150	6	223	R20.1 / 21.3	Arvin CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$5,029	2024/25
3	0W920	6	5	4.4 / 10.20	Grapevine Rehab / Pavement Rehabilitation (2R)	ENV	\$95,658	2024/25
4	37920	9	58	77.252 / 88.34	Keene Pavement / Pavement Repair CAPM/Rehab	ENV	\$165,515	2024/25
5	1A810	6	99	54.6 / 54.61	Delano Facility. Reconstruct Building	ENV	\$3,486	2025/26
6	1A760	6	46	50.80 / 57.78	East Wasco CAPM / Rehabilitate Pavement	ENV	\$20,211	2025/26
7	1A680	6	46	33.50 / 46.00	Semitropic CAPM / Overlay RHMA, Upgrade Guardrail and Dikes	ENV	\$20,994	2025/26
8	0X370	6	99	21.15 / 24.60	Bakersfield 99 Rehab II (South) / Roadway Rehabilitation (3R)	ENV	\$68,290	2025/26
9	0W830	6	33	14.40 / 17.90	South Taft Rehab / Roadway Rehabilitation (3R)	ENV	\$26,704	2025/26
10	0W930	6	5	15.9R / 30.0	KER I5 CAPM / Remove .35' HMA and Place .25' HMA and 0.10' RHMA.	ENV	\$35,406	2025/26
11	0X570	6	5	.73 / 1.08	Tejon SRRA Water & Wastewater Upgrades / Upgrade Water and Wastewater Systems	ENV	\$10,170	2025/26

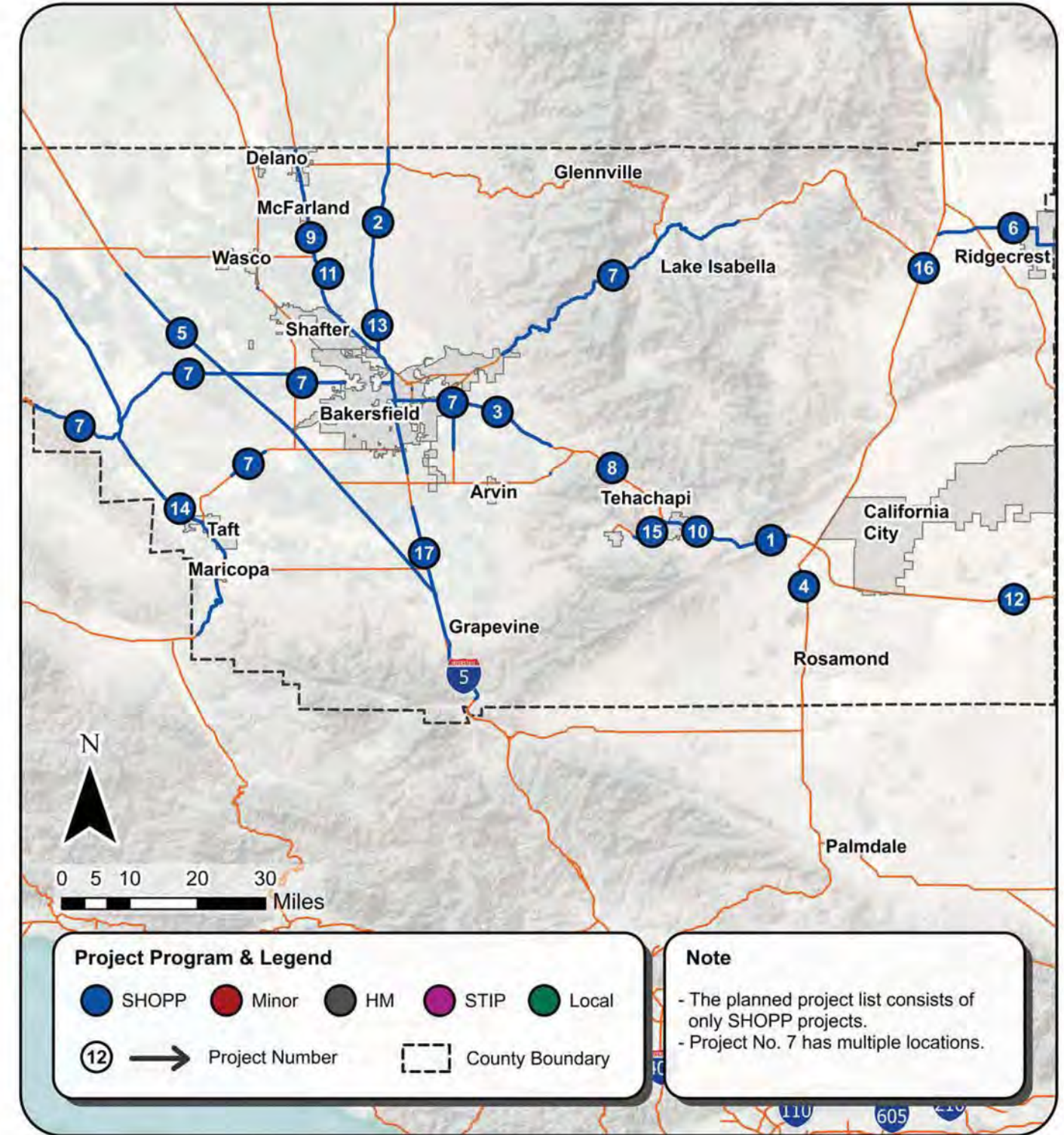




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
PLANNED PROJECT LIST (YEARS 8-10)**



No	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
PLANNED PROJECT LIST (YEARS 8-10)								
1	38310	9	58	R99.8 / R107.7	Cache Creek Pavement / Restore Pavement and Drainage	Future	\$39,623	2026/27
2	19565	6	65	6.90 / 25.16	CAPM	Future	\$16,351	2026/27
3	0X450	6	58	R64.9 / R64.91	Arvin KER-58 Wim Upgrade / Improve Weigh Facility	Future	\$3,051	2026/27
4	37520	9	14	R12.6 / 16.7	Mojave Pavement / Rehab/CAPM Pavement and Upgrade ADA	Future	\$47,558	2026/27
5	19586	6	5	52.80 / 62.6	Rehab	Future	\$76,423	2027/28
6	38330	9	178	88.6 / 104.6	Ridgecrest/Inyokern Pavement / Restore Pavement, Fix Drainage and ADA	Future	\$72,355	2027/28
7	22144	6	58	3.03 / 72.67	In Kern County at various locations. Drainage improvements	Future	\$14,196	2027/28
8	22129	9	58	81 / 81.1	In Kern county at CVEF on Route 58 eastbound	Future	\$1,260	2028/29
9	1A660	6	99	R43.9R / 49.4	CAPM	Future	\$9,522	2028/29
10	37510	9	58	R90.5 / R100.0	In Kern county at Tehachapi from Exit 148 to 0.04 miles south of Cache Creek Overflow #2 bridge.	Future	\$41,208	2028/29
11	22167	6	99	R43.6R / R43.61R	50 0011R Spot prep and paint steel members	Future	\$2,115	2028/29
12	21986	9	58	R138.75 / R139.0	In Kern County at Boron SRRA. Rehab wastewater treatment.	Future	\$2,994	2028/29
13	19581	6	65	R0.0 / 6.9	CAPM	Future	\$13,058	2028/29
14	19564	6	33	17.9 / 24.0	CAPM	Future	\$7,991	2028/29
15	20430	9	202	R5.0 / 12.093	In Kern County in and near Tehachapi from the beginning of the route to route 58.	Future	\$9,387	2028/29
16	21985	9	14	56.3 / 56.4	In Kern County at Freeman Gulch Bridge (No. 50-0014)	Future	\$2,463	2028/29
17	19556	6	99	0.00 / 10.50	CAPM SB only	Future	\$13,724	2028/29

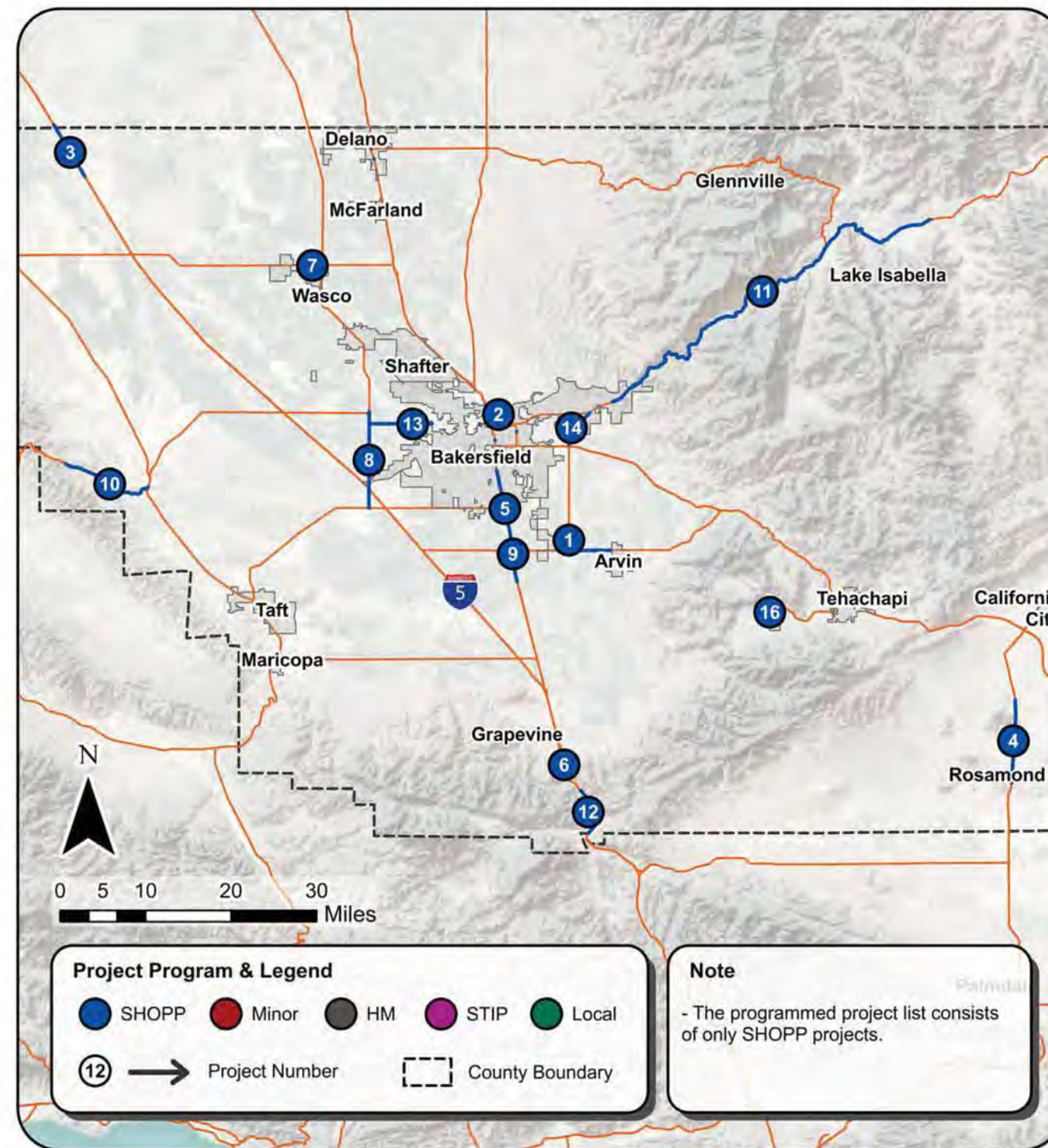




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
PROGRAMMED PROJECT LIST (YEARS 1-5) - PART I**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
PROGRAMMED PROJECT LIST (YEARS 1-5)								
1	0V280	6	184	L0.9 / L1.1	Kern 184/Sunset Roundabout / Intersection Improvements	CON	\$9,050	2019/20
2	0U490	6	204	5.1 / 6.7	Golden Empire CAPM / Pavement Preservation (CAPM)	Closeout	\$5,105	2019/20
3	0U470	6	5	82 / 87	Lost Hills Rehab / Pavement Rehabilitation (2R)	CON	\$29,330	2019/20
4	36740	9	14	R4.7 / R12.6	Rosamond-Mojave Rehab / 2R	CON	\$73,615	2019/20
5	0U240	6	99	VAR / VAR	Various locations in Kern and Kings Counties	CON	\$10,802	2019/20
6	0W160	6	5	5.97 / 9.78	Grapevine Culvert Repair / Upgrade Drainage Systems	CON	\$14,214	2019/20
7	0U480	6	46	49 / 50.9	Wasco Route 46 CAPM / Pavement Preservation (CAPM)	Closeout	\$7,610	2019/20
8	0U100	6	43	0 / 9.3	Enos Lane CAPM & ADA Curb Ramps / Pavement Preservation (CAPM)	CON	\$14,339	2019/20
9	0Q920	6	99	10.4 / 21.2	Union Ave to White Lane 2R Rehab / Pavement Rehabilitation and Improve Vertical Clearance	CON	\$66,740	2019/20
10	0X350	6	58	6.00 / 15.40	Reward CAPM / Pavement Preservation (CAPM)	DES / ROW	\$15,970	2020/21
11	0X520	6	178	VAR / VAR	Weedpatch to Lake Isabella Rumble Strips / Construct Centerline and Shoulder Rumble Strips	CON	\$6,513	2020/21
12	1A600	6	5	R0.0 / 5.0	Kern 5 Emergency Pavement Repairs / Repair Damaged Pavement	CON	\$1,638	2020/21
13	0U110	6	58	39.9 / 46	West Rosedale CAPM / Pavement Preservation (CAPM)	ENV	\$12,400	2020/21
14	0U430	6	184	8.3 / 12.13	Morning Drive 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$12,140	2020/21
15	0X770	6	43	25.2 / 25.4	Wasco SR43/46 Intersection Improvements / Intersection Improvements	ENV	\$10,100	2021/22
16	36750	9	202	0.25 / 0.25	Tehachapi Maintenance Station Relocation / Construct New Maintenance Station	DES / ROW	\$16,783	2021/22

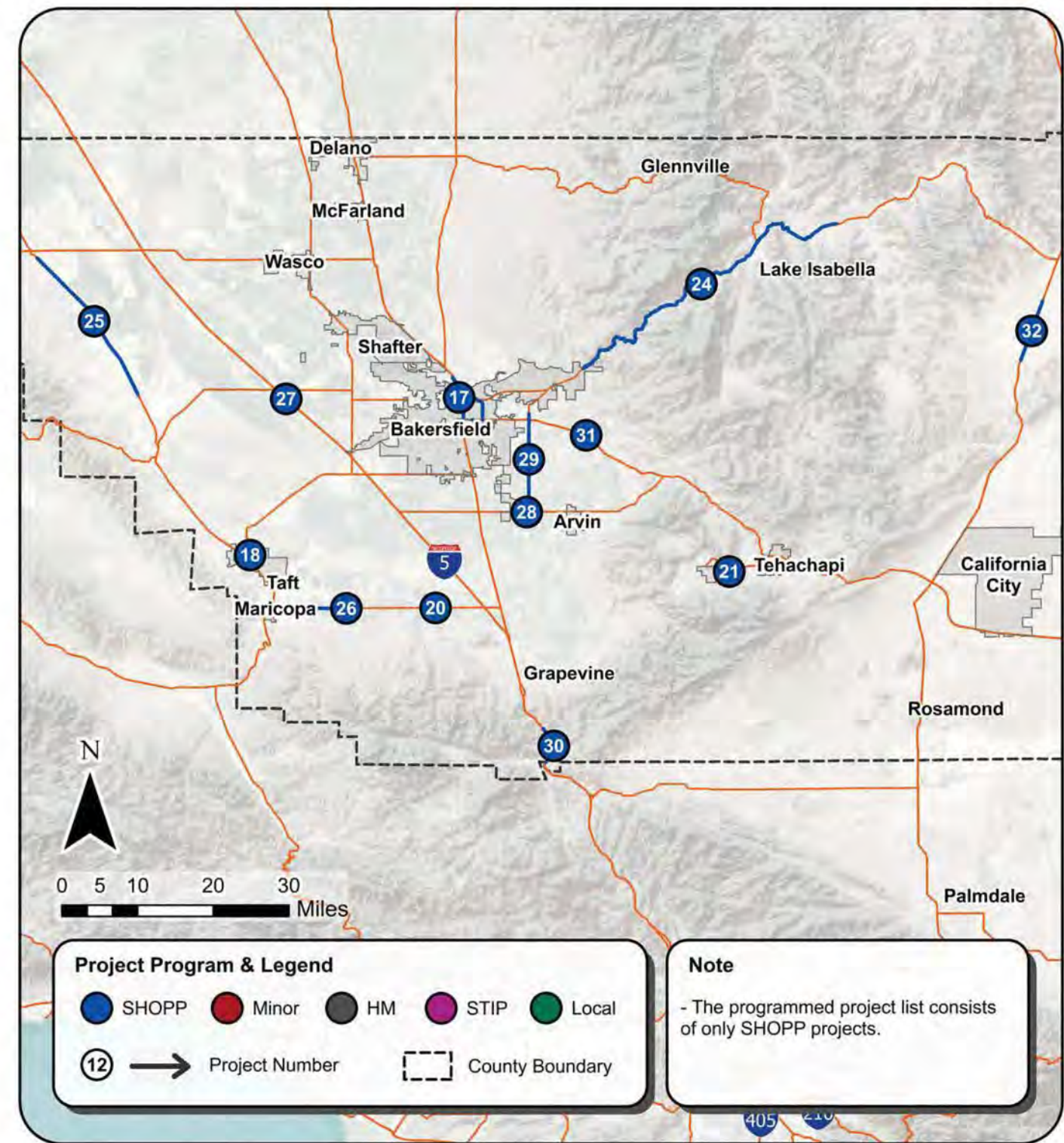




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
PROGRAMMED PROJECT LIST (YEARS 1-5) - PART II**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
PROGRAMMED PROJECT LIST (YEARS 1-5)								
17	0Q281	6	99	23.6 / R28.4	Bakersfield 99 Rehab Replacement Planting / Replacement Planting	ENV	\$10,340	2021/22
18	0X760	6	119	0.14 / 0.54	Taft Left Turn Channelization / Left-Turn Channelization	ENV	\$5,221	2021/22
19	0T000	6	58	R53.2 / R55.6	KER 58 ADA / Upgrade Curb Ramps	DES / ROW	\$4,620	2021/22
20	0S050	6	166	17.3 / 17.7	Calif Aqueduct Bridge Rehab / Bridge Rehabilitation/Seismic Retrofit	ENV	\$44,045	2021/22
21	36720	9	202	r4.89 / R4.89	Cummings Valley Rd Int / Construct Left Turn Lane	DES / ROW	\$5,044	2021/22
22	0W150	6	204	0.00 / 6.752	SR 204 within City of Bakersfield and TUL SR 65 in Exeter at various locations	DES	\$10,728	2021/22
23	0W990	6	204	2.805 / 2.805	Union Avenue High Intensity Activated Crosswalk / Install Hybrid Pedestrian Beacon (Hawk)	DES / ROW	\$4,275	2021/22
24	0X080	6	178	8.0 / 50.0	Kern Canyon Culvert Rehab / Repair and Replace Culverts	DES / ROW	\$13,000	2021/22
25	0Y130	6	33	40.40 / 59.00	Blackwell's Corner CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$22,570	2022/23
26	0X380	6	166	0.00 / 9.00	Maricopa Highway CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$14,540	2022/23
27	1A690	6	5	47.55 / 52.15	Buttonwillow Median Barrier / Construct Median Barrier	ENV	\$5,720	2022/23
28	0R190	6	223	15.7 / 16.3	Arvin SR 223/184 Roundabout / Intersection Improvement	DES / ROW	\$3,700	2022/23
29	0U290	6	184	0.8 / 8.3	Weedpatch Hwy 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$33,055	2022/23
30	0X330	6	5	0.0 / 4.40	Fort Tejon 2R Rehab / Pavement Rehabilitation (2R)	ENV	\$31,350	2022/23
31	0X160	6	58	64.40 / 67.30	Edison 2R Rehab / Pavement Rehabilitation (2R)	ENV	\$14,270	2022/23
32	37890	9	14	46.2 / 52.8	Freeman 3 CAPM / Pavement Repair (CAPM)	ENV	\$8,707	2022/23

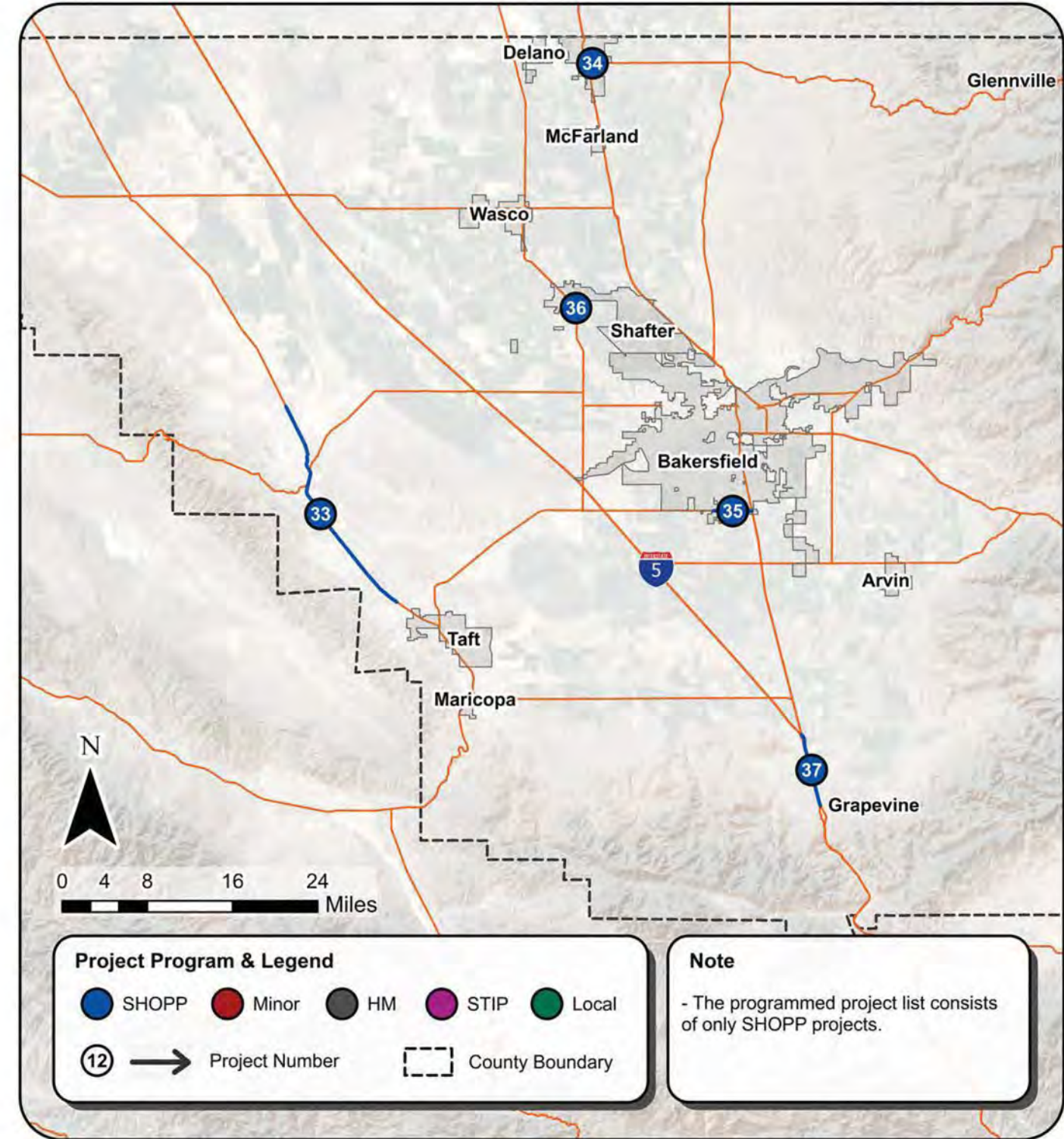




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
PROGRAMMED PROJECT LIST (YEARS 1-5) - PART III**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
PROGRAMMED PROJECT LIST (YEARS 1-5)								
33	0X240	6	33	21.8 / 39.8	KER 33 Culvert Rehab / Repair & Replace Culverts.	ENV	\$11,430	2023/24
34	0W810	6	155	0.00 / 1.50	Delano SR-155 Rehab (3R) / Roadway Rehabilitation (3R)	ENV	\$16,740	2023/24
35	0V610	6	119	28.3 / 31.28	Pumpkin Center 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$57,300	2023/24
36	1A470	6	43	15.8 / 15.8	Santa Fe Roundabout / Construct Roundabout	ENV	\$13,617	2023/24
37	0U500	6	5	10.20 / 15.90	Wheeler Ridge CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$22,350	2023/24

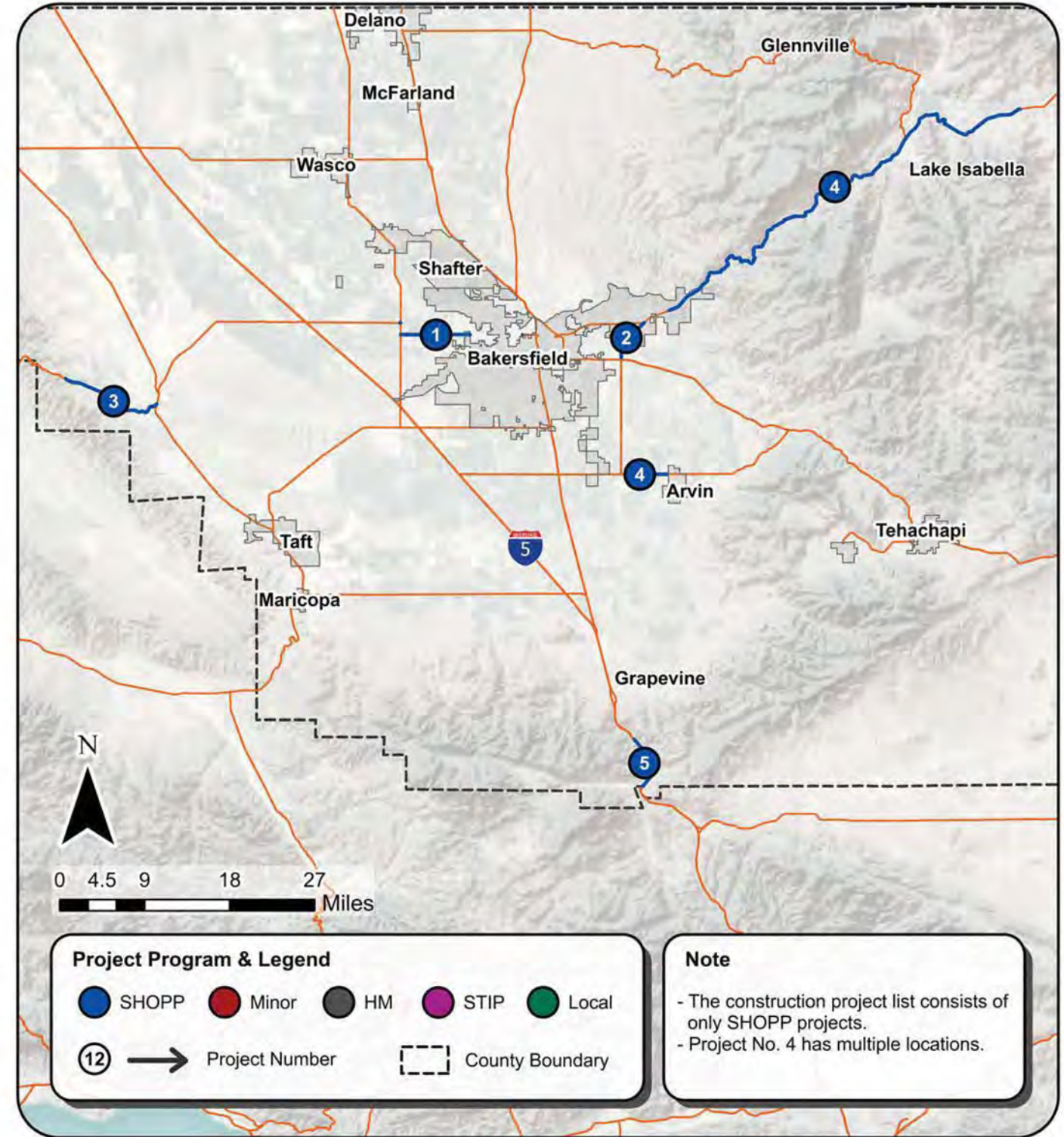




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
CONSTRUCTION READY PROJECT LIST**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
CONSTRUCTION READY PROJECT LIST (READY TO LIST ACHIEVED)								
1	0U110	6	58	39.9 / 46	West Rosedale CAPM / Pavement Preservation (CAPM)	CON	\$12,400	2020/21
2	0U430	6	184	8.3 / 12.13	Morning Drive 3R Rehab / Roadway Rehabilitation (3R)	DES	\$12,140	2020/21
3	0X350	6	58	6.00 / 15.40	Reward CAPM / Pavement Preservation (CAPM)	DES	\$15,970	2020/21
4	0X520	6	178	VAR / VAR	Weedpatch to Lake Isabella Rumble Strips / Construct Centerline and Shoulder Rumble Strips	CON	\$6,513	2020/21
5	1A600	6	5	R0.0 / 5.0	Kern 5 Emergency Pavement Repairs / Repair Damaged Pavement	CON	\$1,638	2020/21

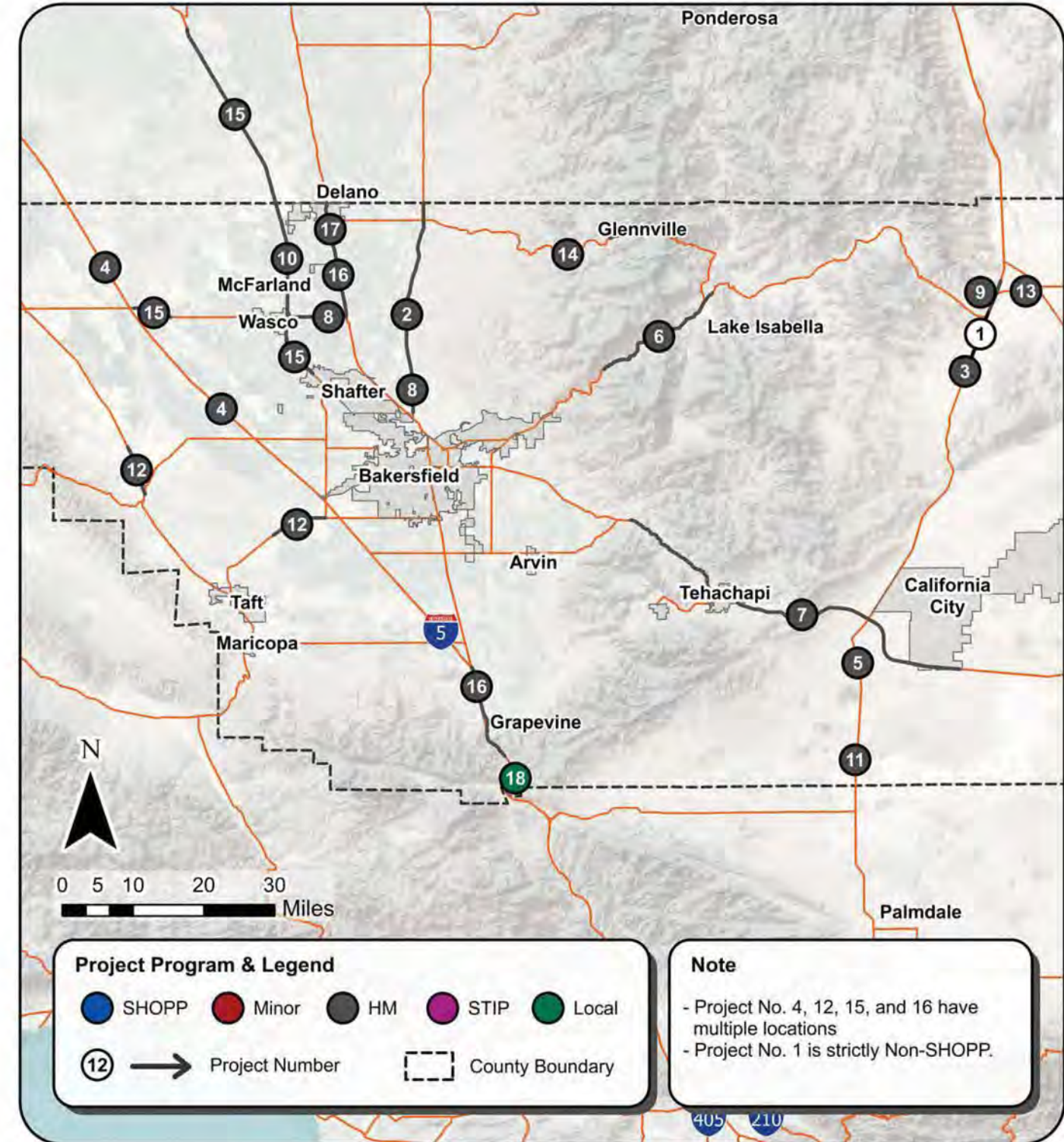




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
NON-SHOPP PROGRAM PROJECT LIST - PART I**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
NON-SHOPP PROJECT LIST								
1	45712	6	14	53/58.3	Freeman Gulch Widening-Segment 2 / Convert Existing 2-Lane to 4-Lane Expressway	DES / ROW	\$85,530	2022/23
2	1B080	6	65	1.0 / 25.169	Striping / 6 inch Stripe	CON	\$2,570	2020/21
3	38570	9	14	52.8 / 58.3	Pavement Preservation / AR Chip Seal - SB1	CON	\$916	2020/21
4	1A930	6	5	77.0 / 82.6	Rigid Roadbeds / PCC Slab Replacement	CON	\$1,075	2020/21
5	38590	9	14	R12.3 / R15.3	Pavement Preservation / Digouts	CON	\$1,761	2020/21
6	0Y110	6	178	24.6 / R44.191	Pavement Preservation / PME Medium Chip Seal	CON	\$2,525	2020/21
7	38580	9	58	77.252 / R125.3	Pavement Preservation / Digouts	CON	\$1,100	2020/21
8	1A950	6	46	51.2 / 57.785	Pavement Preservation / Remove and Replace RHMA Type G	CON	\$4,300	2020/21
9	38800	9	14	58.3 / 62.2	Slopes/Vegetation / Slope Repair	CON	\$40	2020/21
10	1A890	6	43	25.2 / 38.807	Pavement Preservation / RHMA Type G with Digouts	CON	\$5,425	2020/21
11	38660	9	14	R3.0 / R3.0	Landscaping / Irrigation Repair	CON	\$32	2020/21
12	1B000	6	33	34.2 / 40.0	Pavement Preservation / PME Medium Chip Seal	CON	\$2,425	2020/21
13	38130	9	178	91.88 / 91.88	Maintenance Facilities / Pave portion of yard	CON	\$215	2020/21
14	1B020	6	155	35.5 / 37.5	Pavement Preservation / 0.15 HMA Type a w/ Digouts	CON	\$2,650	2020/21
15	1A990	6	43	17.3 / R24.0	Pavement Preservation / PME Med Chip Seal	CON	\$3,400	2020/21
16	1A900	6	5	4.4 / R15.8R	Rigid Roadbeds / PCC Slab Replacement	CON	\$2,950	2020/21
17	1C002	6	99	54.5 / 54.5	Maintenance Facilities / Slurry Seal Delano MF	CON	\$224	2020/21
18	0Y550	6	5	0.8/2	Lebec Mountain Village Roundabout / Construct Roundabout at Ramp Intersections	ENV	\$402	2023/24

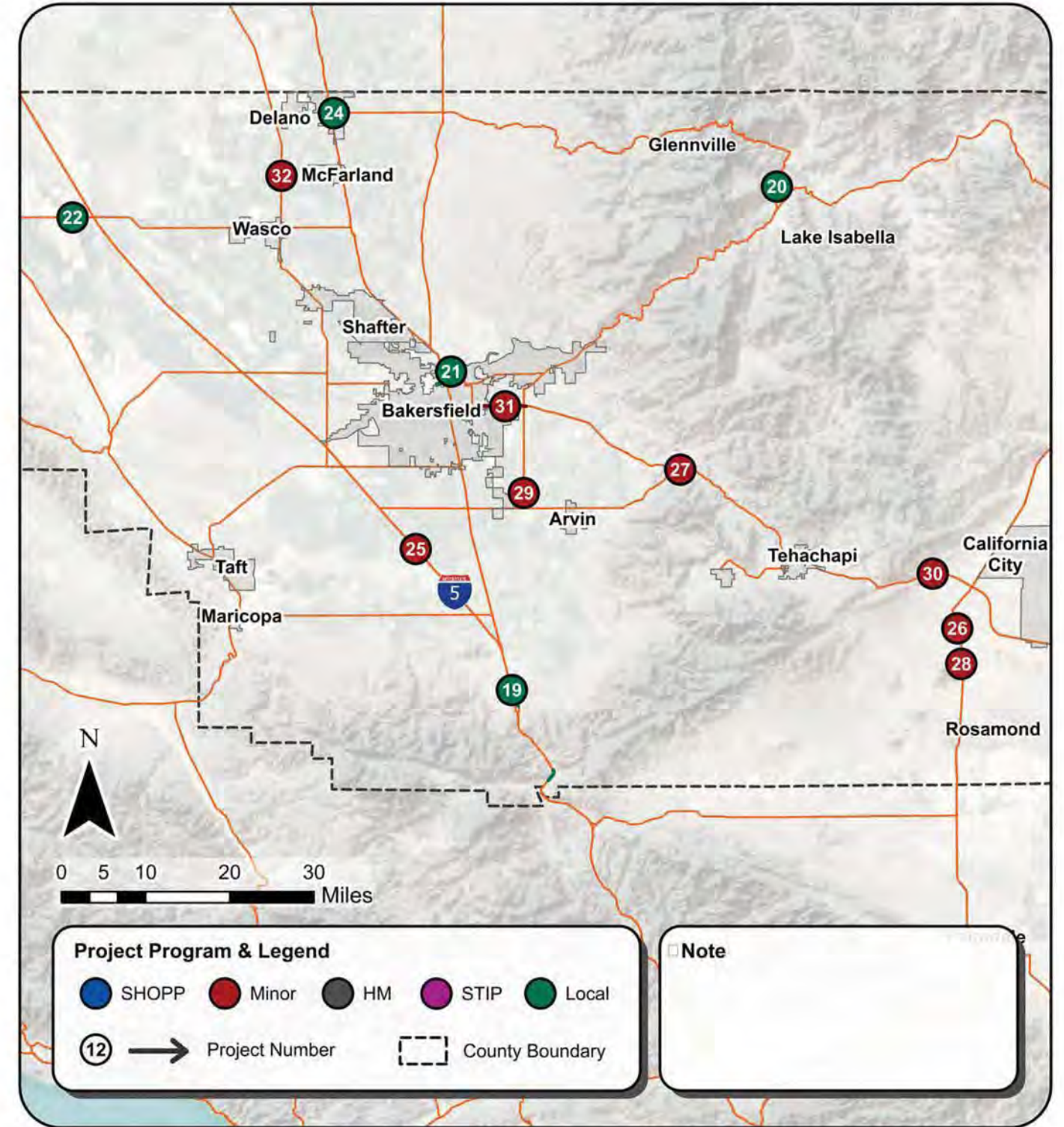




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
NON-SHOPP PROGRAM PROJECT LIST - PART II**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
NON-SHOPP PROJECT LIST								
19	0R100	6	5	9.5/12	Grapevine Interchange / Relocate Interchange	ENV	\$1,200	2025/26
20	0V770	6	155	68.2/R68.6	Usace Lake Isabella Oversight Projects / Realign Roadway	CON	\$419	Future
21	48450	6	204	5.9/6.8	Hageman Flyover / Extension and Connection to RTE 204	DES / ROW	\$5,658	2021/22
22	1A220	6	46	30.5/30.5	Lost Hills Pedestrian OC / Construct Pedestrian Overcrossing	DES	\$1,300	2020/21
23	48451	6	99	27.3/27.3	Hageman Flyover - Pedestrian Overcrossing / Pedestrian Overcrossing	DES	\$0	2021/22
24	1A500	6	155	0.47/0.47	SR-155/Lexington Intersection Improvement / Intersection Improvement	ENV	\$498	2021/22
25	0T030	6	5	28.17 / 28.17	Mobility - TMS / In Kern, Kings and Fresno Counties, on Route 5 at various locations. Install Vehicle Detection Systems (VDS).	CON	\$3,762	2020/21
26	37710	9	14	R15.5 / R15.5	Mojave Special Crews Building Remodel / Remodel Maintenance Station	CON	\$2,273	2020/21
27	1A330	6	58	76.1 / 76.6	KER 58 Eastern Kern Lane Replacement / Remove and Replace #2 Lane	ENV	\$1,900	2021/22
28	37730	9	14	L16.6 / L16.6	Mojave HMS Phase III / Construct Phase Three of Maintenance Station	CON	\$2,273	2020/21
29	0V290	6	184	1.5 / 1.5	Safety Improvements / In Kern County, in Lamont at Hall Road. Modify traffic signal.	DES	\$327	2021/22
30	38180	9	58	R107.0 / R107.0	Ca 58 CMS Maintenance Pull Out / Construct Pull Out	CON	\$382	2020/21
31	0Y940	6	58	R55.47 / R59.67	Pavement / In Kern County, in Bakersfield on Route 58 at various ramps/locations. Remove and replace pavement.	DES	\$400	2021/22
32	0N590	6	43	30.4 / 30.4	Safety - Collision Reduction / In Kern County, at Sherwood Avenue. Extend culvert.	DES	\$250	2021/22

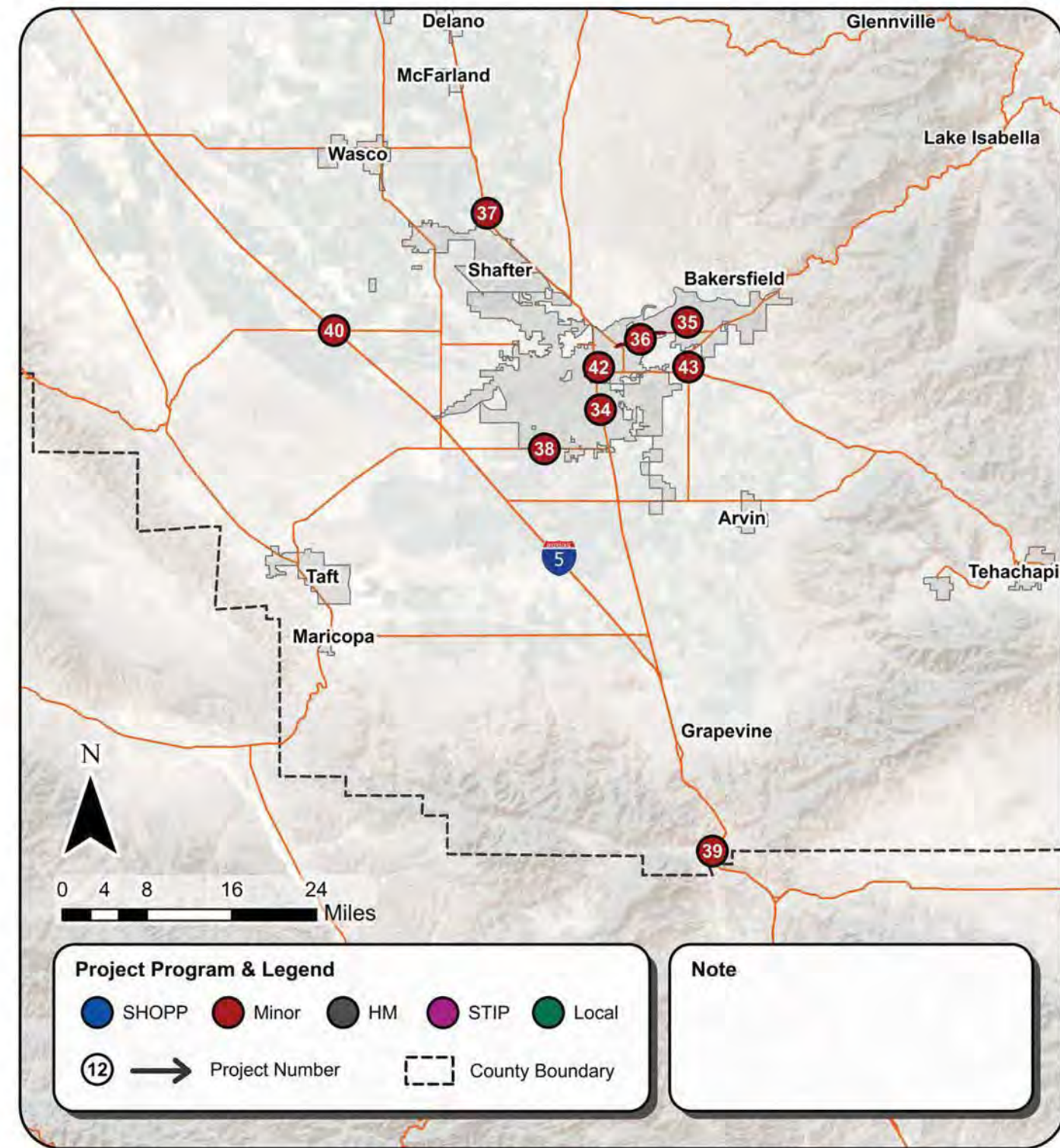




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
NON-SHOPP PROGRAM PROJECT LIST - PART III**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
NON-SHOPP PROJECT LIST								
33	0S790	6	178	R4.5 / R4.5	Pavement / In Kern County, in Bakersfield at the Mount Vernon Avenue westbound onramp. Remove and replace pavement.	DES	\$384	2021/22
34	1A150	6	99	20.6 / 20.6	Major Damage - Protective Betterments / In Kern County, in Bakersfield at Pacheco Road. Upgrade fence.	DES	\$163	2021/22
35	1A130	6	178	R4.6 / R5.2	Major Damage - Protective Betterments / In Kern County, in the city of Bakersfield at various locations. Construct fence.	DES	\$195	2021/22
36	0Y950	6	178	R1.89 / R5.78	Pavement / In Kern County, in Bakersfield on Route 178 at various ramps/locations. Remove and replace pavement.	DES	\$415	2021/22
37	0V130	6	99	R39.1 / R39.1	Pavement / In Kern County, near Bakersfield on Route 99 at Merced Avenue offramp. Remove asphalt pavement and replace with concrete pavement.	DES	\$600	2021/22
38	0X920	6	119	26.1 / 26.4	Safety Improvements / In Kern County, at Old River Road. Install safety lighting.	DES	\$205	2021/22
39	1B160	6	5	R0.0 / R0.0	Mobility - Operational Improvements / In Fresno, Kern, Kings, Madera and Tulare counties on various routes at various locations. Repair and replace detection loops	DES	\$325	2021/22
40	1C240	6	58	31.44 / 31.75	Pavement / In Kern County from 0.01 miles west of Route 5 SB offramp to Tracy Avenue (East). Remove and replace pavement and loops.	CON	\$385	2020/21
41	1A420	6	178	R4.6 / R4.6	Major Damage - Protective Betterments /	CON	\$134	2020/21
42	0X540	6	178	R2.26 / R2.26	Safety Improvements / In Kings County, at Pickerell Avenue. Install flashing beacon.	DES	\$205	2020/21
43	1A860	6	184	8.35 / 8.35	Pavement / In Kern County, near Bakersfield at Edison Road. Remove and replace pavement.	DES	\$410	2020/21

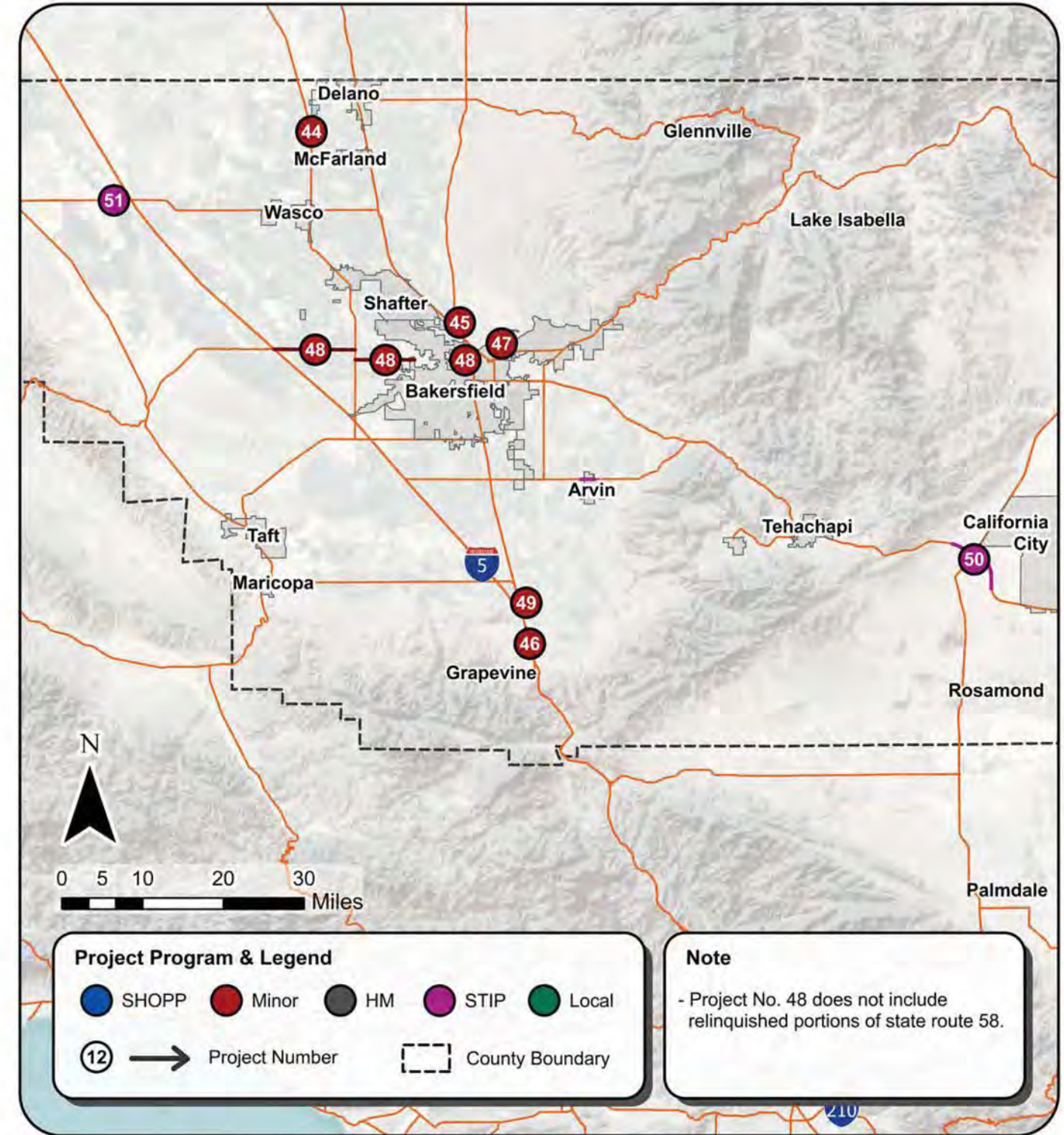




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
NON-SHOPP PROGRAM PROJECT LIST - PART IV**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
NON-SHOPP PROJECT LIST								
44	0Y340	6	43	33.2 / 33.5	Safety Improvements / In Kern County, at Pond Road. Install flashing beacon.	DES	\$173	2020/21
45	1A550	6	99	26.7 / 26.7	Bridge - Health / In Kern County, on Route 99 at the Calloway Canal Bridge and on Route 119 at the Weed Creek and Broad Creek Bridges. Repair bridges.	DES	\$555	2021/22
46	1C030	6	5	11.7 / 12.39	Mobility - WIM Scales & CVEFs / In Kern County from the Grapevine Commercial Vehicle Enforcement Facility to 2.6 miles south of the Route 99 junction. Replace weigh station message sign.	DES	\$500	2021/22
47	0Y780	6	99	26.502 / 26.502	Facilities / In Bakersfield, at the old California Highway Patrol (CHP) facility at 4040 Buck Owens Boulevard. Acquire facility to maintain Transportation Management Center (TMC) functions.	DES	\$106	2021/22
48	1B150	6	58	31.6 / 51.8	Kern Freeway Signs / Upgrade and Install Freeway Signs	CON	\$460	2020/21
49	1C330	6	5	13.54 / 13.8	Pavement / In Kern County at the NB off ramp to Wheeler Ridge. Remove and Replace HMA	DES	\$325	2021/22
50	44255	6	46	29.7/31.9	Route 46 Conv/Exwy Segment 4B / 2-Lane Conventional Highway to 4-Lane Expressway Segment 4B	CON	\$40,503	2020/21
51	24340	6	58	173.3/189.9	Mojave Bypass Closeout / Bypass	Closeout	\$87,010	Future

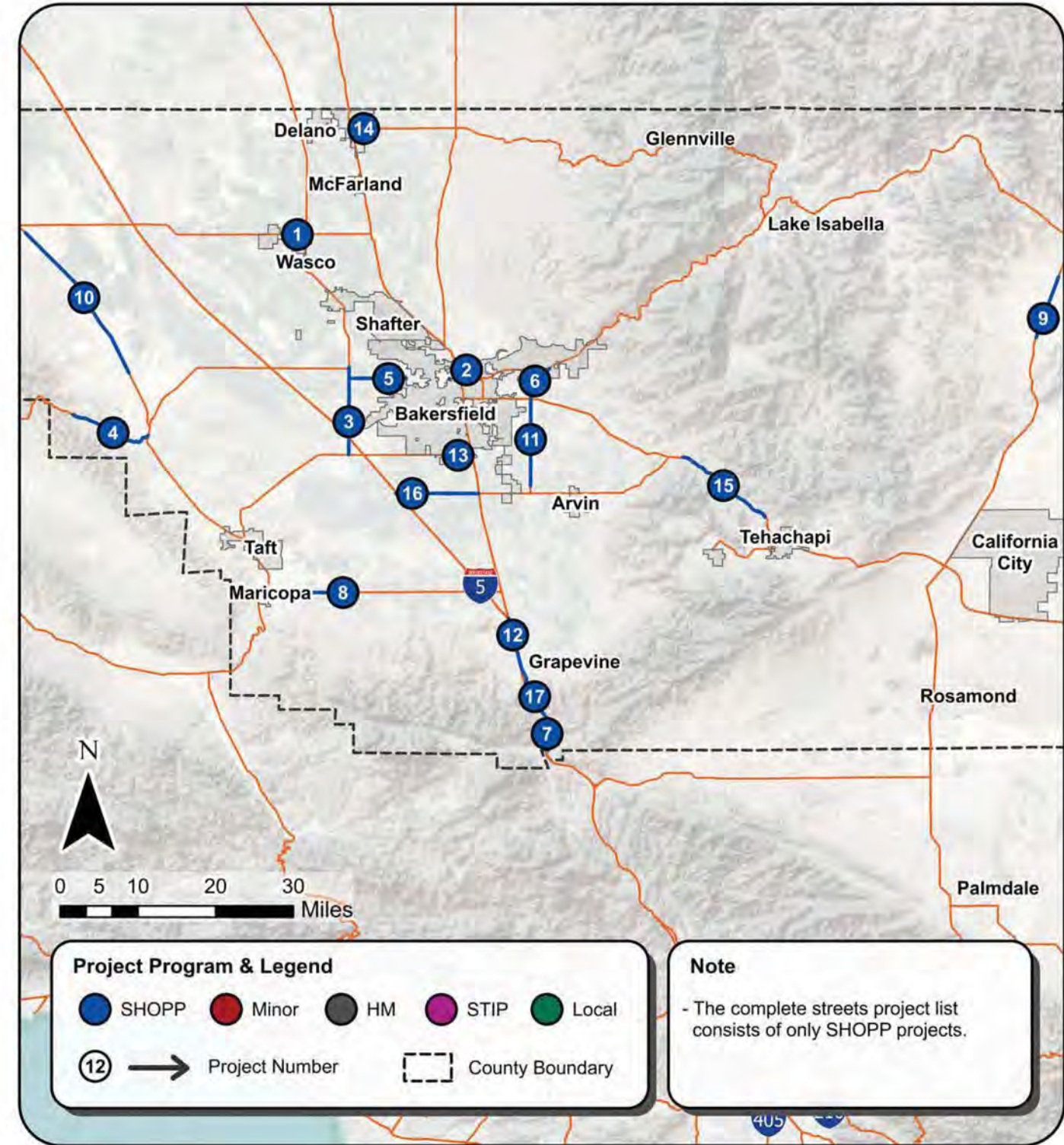




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
COMPLETE STREETS PROJECT LIST - PART I**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
COMPLETE STREETS PROJECT LIST								
1	0U480	6	46	49 / 50.9	Wasco Route 46 CAPM / Pavement Preservation (CAPM)	Closeout	\$7,610	2019/20
2	0U490	6	204	5.1 / 6.7	Golden Empire CAPM / Pavement Preservation (CAPM)	Closeout	\$5,105	2019/20
3	0U100	6	43	0 / 9.3	Enos Lane CAPM & ADA Curb Ramps / Pavement Preservation (CAPM)	CON	\$14,339	2019/20
4	0X350	6	58	6.00 / 15.40	Reward CAPM / Pavement Preservation (CAPM)	DES / ROW	\$15,970	2020/21
5	0U110	6	58	39.9 / 46	West Rosedale CAPM / Pavement Preservation (CAPM)	Closeout	\$12,400	2020/21
6	0U430	6	184	8.3 / 12.13	Morning Drive 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$12,140	2020/21
7	0X330	6	5	0.0 / 4.40	Fort Tejon 2R Rehab / Pavement Rehabilitation (2R)	ENV	\$31,350	2022/23
8	0X380	6	166	0.00 / 9.00	Maricopa Highway CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$14,540	2022/23
9	37890	9	14	46.2 / 52.8	Freeman 3 CAPM / Pavement Repair (CAPM)	ENV	\$8,707	2022/23
10	0Y130	6	33	40.40 / 59.00	Blackwell's Corner CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$22,570	2022/23
11	0U290	6	184	0.8 / 8.3	Weedpatch Hwy 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$33,055	2022/23
12	0U500	6	5	10.20 / 15.90	Wheeler Ridge CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$22,350	2023/24
13	0V610	6	119	28.3 / 31.28	Pumpkin Center 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$57,300	2023/24
14	0W810	6	155	0.00 / 1.50	Delano SR-155 Rehab (3R) / Roadway Rehabilitation (3R)	ENV	\$16,740	2023/24
15	37920	9	58	77.252 / 88.34	Keene Pavement / Pavement Repair CAPM/Rehab	ENV	\$165,515	2024/25
16	1C060	6	223	1.85 / 10.5	Kern 223 Rehab / Remove and Replace HMA (Full Depth Recycle)	ENV	\$9,877	2024/25
17	0W920	6	5	4.4 / 10.20	Grapevine Rehab / Pavement Rehabilitation (2R)	ENV	\$95,658	2024/25

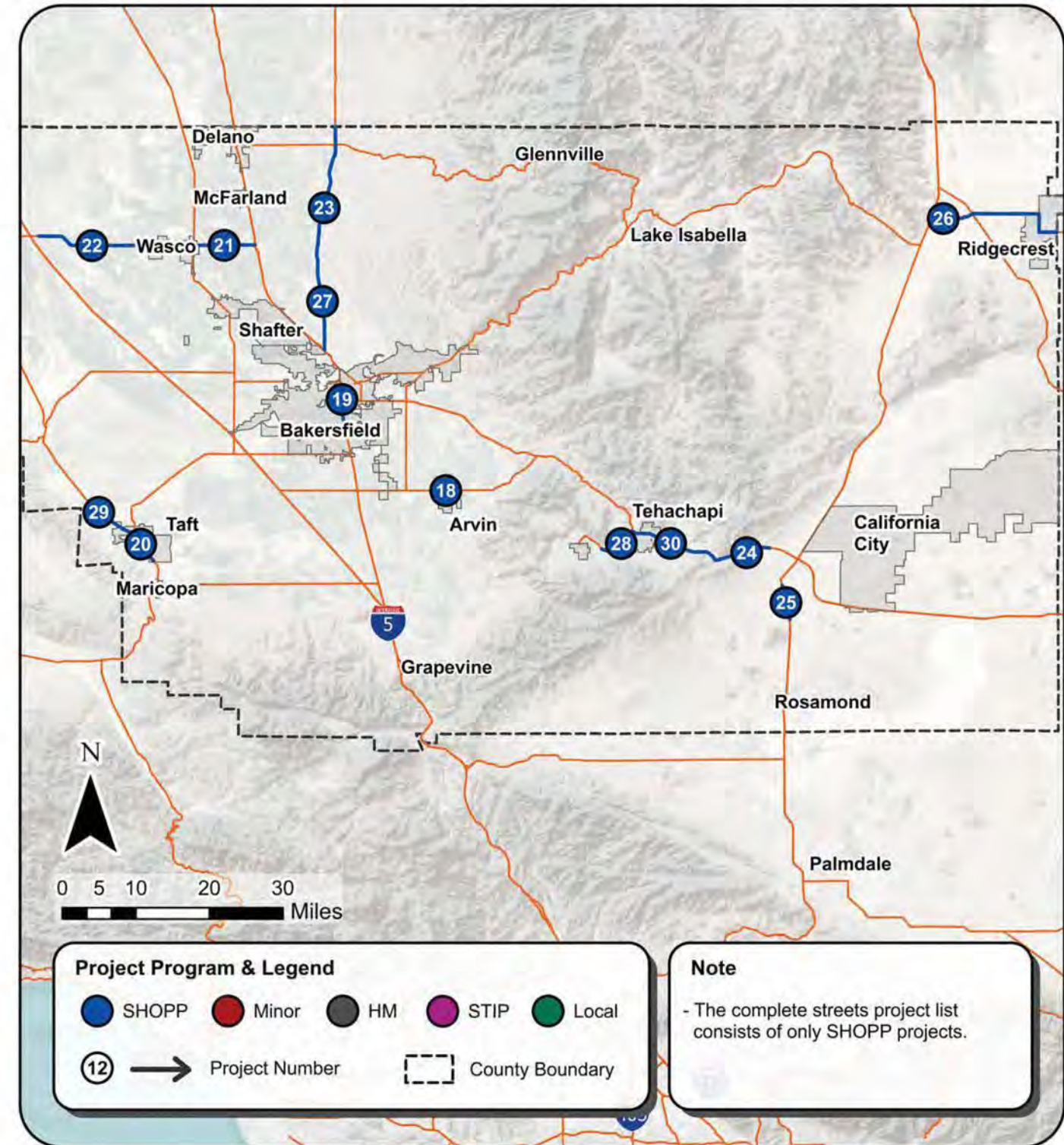




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
COMPLETE STREETS PROJECT LIST - PART II**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
COMPLETE STREETS PROJECT LIST								
18	0Y150	6	223	R20.1 / 21.3	Arvin CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$5,029	2024/25
19	0X370	6	99	21.15 / 24.60	Bakersfield 99 Rehab II (South) / Roadway Rehabilitation (3R)	ENV	\$68,290	2025/26
20	0W830	6	33	14.40 / 17.90	South Taft Rehab / Roadway Rehabilitation (3R)	ENV	\$26,704	2025/26
21	1A760	6	46	50.80 / 57.78	East Wasco CAPM / Rehabilitate Pavement	ENV	\$20,211	2025/26
22	1A680	6	46	33.50 / 46.00	Semitropic CAPM / Overlay RHMA, Upgrade Guardrail and Dikes	ENV	\$20,994	2025/26
23	19565	6	65	6.90 / 25.16	CAPM	Future	\$16,351	2026/27
24	38310	9	58	R99.8 / R107.7	Cache Creek Pavement / Restore Pavement and Drainage	ENV	\$39,623	2026/27
25	37520	9	14	R12.6 / 16.7	Mojave Pavement / Rehab/CAPM Pavement and Upgrade ADA	ENV	\$47,558	2026/27
26	38330	9	178	88.6 / 104.6	Ridgecrest/Inyokern Pavement / Restore Pavement, Fix Drainage and ADA	ENV	\$72,355	2027/28
27	19581	6	65	R0.0 / 6.9	CAPM	Future	\$13,058	2028/29
28	20430	9	202	R5.0 / 12.093	In Kern County in and near Tehachapi from the begining of the route to route 58	Future	\$9,387	2028/29
29	19564	6	33	17.9 / 24.0	CAPM	Future	\$7,991	2028/29
30	37510	9	58	R90.5 / R100.0	In Kern county at Tehachapi from Exit 148 to 0.04 miles south of Cache Creek Overflow #2 bridge.	Future	\$41,208	2028/29





**Kern Council
of Governments**

February 5, 2021

TO: Regional Project Delivery Partners

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

Joseph Stramaglia,
Project Delivery Team Lead

SUBJECT: **SAVE THE DATE - 2022 RTIP KCOG WORKSHOPS**

Please make a note of the dates and time listed below for the Kern COG 2022 RTIP Workshops. Reminder e-mail messages, workshop flyers, and agenda packages will be sent out as each date approaches. Dates will be included in updated TTAC and Board agenda reports.

- Wednesday **May 19, 2021** – 10:00 AM to 11:00 AM – teleconference
- Wednesday **July 21, 2021** – 10:00 AM to 11:00 AM – teleconference
- Wednesday **September 22, 2021** – 10:00 AM to 11:00 AM – teleconference

Topics for presentations and discussions will include but are not limited to the following items:

May Workshop

- STIP 101, latest guidelines and KCOG policy
- Current funding needs of projects in the STIP and those that were delayed
- Status of partnership projects in Eastern Kern MOU with Inyo, Mono & Caltrans
- Discussion on need for future call for projects

July Workshop

- Update on funding needs of projects in the STIP and those that were delayed
- Eastern Kern MOU response from Caltrans on 40% participation
- Advancing newer projects of interest and partnership
- Options for administrative draft 2022 RTIP Capital Improvement Program

September Workshop

- Review and discuss proposed administrative draft 2022 RTIP Capital Improvement Program

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

**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.

**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.

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] DEC 15 2014
Ahron Hakimi, Executive Director Date

[Signature] 9-18-15
Phillip W. Hall, Deputy County Counsel Date

Inyo County Local Transportation Commission

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

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

Mono County Local Transportation Commission

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

[Signature] 11/13/14
Marshall Rudolph, County Counsel 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 (ACTING)

[Signature] 12-15-2014
Sharr 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- 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.

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 Newitt 1-7-99
Jeff Newitt Date
Executive Director

Mono County Local Transportation Commission

Joann Ronci 1-7-99
Joann Ronci Date
Chairman

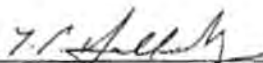
Marshall Rudolph 1/7/99
Marshall Rudolph Date
County Counsel

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. Mollenbeck, 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:

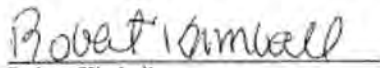

Philip Smith
Chairperson

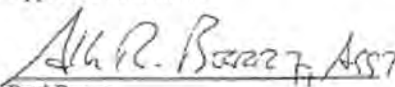

Kirk Perkins
Deputy County Counsel


Ronald E. Brummett
Executive Director

Inyo County Local Transportation Commission

Approved as to form:

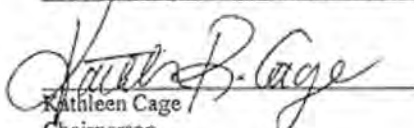

Robert Kimball
Chairman

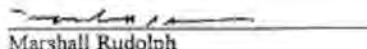

Paul Bruce
County Counsel


Jeff Lavett
Executive Director

Mono County Local Transportation Commission

Approved as to form:

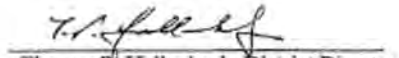

Kathleen Cage
Chairperson

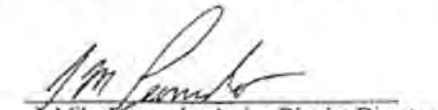

Marshall Rudolph
County Counsel


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	\$44,866	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	\$24,731	\$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	\$125	\$510	\$125	\$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.

CURRENT BASELINE 60/40 UPDATE PAGE 1 OF 3

DRAFT Regional Improvement Program 60/40 Formula Apportionment
(Programming After 2018 RTIP)

Project Description	Balance	Non - 60/40	Metro	%	Non-Metro	%
1998 RTIP Augmentation	\$6,177,000		\$3,706,200	60%	\$2,470,800	40%
Cecil Ave; Albany St-Browning Rd	\$5,846,000				\$531,000	
7th Standard; Rte 99-Santa Fe Exp.	\$5,070,000				\$576,000	
Wheeler Ridge Rd; Le Gray Rd-Rte 223	\$3,970,000				\$1,100,000	
Rte 14; old Rte 58-Phillips Rd	\$3,550,000				\$420,000	
Rte 46; SLO Co. line-Keck's Corner **	\$3,185,000				\$365,000	
Rte 46; Wasco Rte 43 N.-Jumper Ave	\$2,185,000				\$1,000,000	
Rte 58; in Tehachapi at Dennison Rd	\$1,885,000				\$500,000	
Rte 119; in Taft, Cherry-Tupman	\$868,000				\$817,000	
Rte 184; Rte 223-Panama Lane	\$254,000				\$614,000	
Rte 395; Inyo Co.-Olancho/Carugo	\$139,000				\$115,000	
1998 Balance	\$139,000^{ab}		\$0	0%	\$6,038,000	98%
2000 RTIP Committed Programming^{ac}	\$7,426,000		\$4,455,600	60%	\$2,970,400	40%
Rte 14; old Rte 58-Phillips Rd	\$2,000,000				\$5,426,000	
Rte 46; SLO Co. line-Keck's Corner **	\$1,000,000				\$1,000,000	
Rte 46; Keck's Road to I-5 **	\$0				\$1,000,000	
2000 Balance			\$0	0%	\$7,426,000	100%
2002 RTIP Committed Programming^{ac}	\$37,008,000		\$8,766,000	60%	\$5,844,000	40%
STIP PPM	\$36,510,000	\$498,000				
Westside Parkway ^{ad}	\$14,610,000	\$21,900,000				
Rte 14; near Rte 178	\$13,086,000				\$1,524,000	
Rte 46; Keck's Road to I-5 ^{ae}	\$8,831,000				\$4,455,000	
Rte 46; Rte43 N.-Jumper Ave	\$8,221,000				\$410,000	
Rte 58; in Tehachapi at Dennison Rd	\$7,186,000				\$1,035,000	
Rte 99; White Lane Soundwall	\$6,436,000		\$750,000			
Rte 119; in Taft, Cherry-Tupman	\$5,436,000				\$1,000,000	
Rte 184; Weedpatch Hwy	\$4,096,000				\$1,340,000	
Rte 395; China Lake Blvd to Rte178	\$3,298,000				\$800,000	
Rte 395; Mono Co. - Highpoint Curve	\$3,165,000				\$131,000	
Rte 395; I-15 to Rte 58	\$1,185,000				\$2,000,000	
West Ridgecrest Blvd	\$165,000				\$1,000,000	
7th Standard Road (East) - Wings Way	\$0		\$165,000			
2002 Balance			\$915,000	6%	\$13,695,000	94%
2004 RTIP Committed Programming^{ac}	\$72,132,000		\$24,643,800	60%	\$16,429,200	40%
STIP PPM	\$71,773,000	\$359,000				
Westside Parkway ^{af}	\$41,073,000	\$30,700,000				
Rte 14; old Rte 58-Phillips Rd	\$22,960,000				\$18,113,000	
Rte 46; SLO Co. line-Keck's Corner **	\$22,160,000				\$800,000	
Rte 46; Rte43 N.-Jumper Ave	\$21,500,000				\$860,000	
Rte 119; in Taft, Cherry-Tupman	\$21,000,000				\$500,000	
Rte 178; at Fairfax Rd	\$8,000,000		\$15,000,000			
7th Standard Road Interchange	\$3,500,000		\$2,500,000			
7th Standard Road (East) - Wings Way	\$1,000,000		\$2,500,000			
7th Standard Road (West) - Shafter	\$0				\$1,000,000	
2004 Balance			\$20,000,000	49%	\$21,073,000	51%

CURRENT BASELINE 60/40 UPDATE PAGE 2 OF 3

DRAFT Regional Improvement Program 60/40 Formula Apportionment
(Programming After 2018 RTIP)

Project Description	Balance	Non- 60/40	Metro	%	Non-Metro	%
2006 RTIP - Respreading Budget**	\$13,014,000		\$7,733,400	60%	\$5,155,600	40%
STIP PPM	\$12,889,000	\$125,000				
Rte 58; in Tehachapi at Dennison Rd	\$11,720,000				\$1,169,000	
Rte 395; China Lake Blvd to Rte178	\$11,280,000				\$440,000	
Rte 395; Inyo Co.-Indep. Mitigation	\$11,200,000				\$80,000	
7th Standard Road (West) - Shafter	\$0				\$11,200,000	
2006 Balance			\$0	0%	\$12,889,000	100%
2006 RTIP Augmentation	\$20,592,000		\$1,843,200	60%	\$1,228,800	40%
STIP PPM	\$19,772,000	\$820,000				
Westside Parkway**	\$3,072,000	\$16,700,000				
Rte 46; Keck's Road to Rte 33**	\$2,622,000				\$450,000	
Rte 395; Inyo Co.-Independence	\$687,000				\$1,935,000	
Rte 395; Inyo Co.-Olancha/Cartago	\$0				\$687,000	
2006 Augmentation Balance			\$0	0%	\$3,072,000	100%
2008 RTIP Committed Programming	\$164,761,000		\$61,758,800	60%	\$41,171,200	40%
STIP PPM	\$161,598,000	\$3,163,000				
Westside Parkway**	\$28,398,000	\$58,670,000	\$74,530,000			
Rte 46; SLO Co. line-Keck's Corner**	\$27,098,000				\$1,300,000	
Rte 46; Keck's Road to Rte 33**	\$0				\$27,098,000	
2008 Balance			\$74,530,000	72%	\$28,398,000	28%
2010 RTIP Committed Programming	\$54,477,000		\$31,620,000	60%	\$21,080,000	40%
STIP PPM	\$52,700,000	\$1,777,000				
Westside Parkway	\$2,700,000		\$50,000,000			
SR 99: South	\$0		\$2,700,000			
2010 Balance			\$52,700,000	100%	\$0	0%
2012 RTIP Committed Programming	\$16,318,000		\$9,232,800	60%	\$6,155,200	40%
STIP PPM	\$15,388,000	\$930,000				
Rte 14; near Rte 178	\$9,868,000				\$5,520,000	
Rte 395; Inyo Co. Olancha/Cartago	\$7,700,000				\$2,168,000	
West Ridgecrest Blvd	\$1,500,000				\$6,200,000	
Challenger Drive Ext.	\$0				\$1,500,000	
2012 Balance			\$0	0%	\$15,388,000	100%
2014 RTIP Committed Programming	\$5,803,000		\$3,123,000	60%	\$2,082,000	40%
STIP PPM	\$5,205,000	\$598,000				
Rte 119; Truck Climbing Lane	\$0				\$5,205,000	
2014 Balance			\$0	0%	\$5,205,000	100%
2016 RTIP Respreading Budget**	\$38,398,000		\$22,560,600	60%	\$15,040,400	40%
STIP PPM	\$37,601,000	\$797,000				
Rte 46; Lost Hill Rd to E of I-5; 4A**	\$33,501,000				\$4,100,000	
Rte 58; Westside Parkway Connector	\$500,000		\$33,001,000			
Rte 395; Inyo Co. Olancha/Cartago Arch.	\$0				\$500,000	
2016 Balance			\$33,001,000	87%	\$4,600,000	12%

CURRENT BASELINE 60/40 UPDATE PAGE 3 OF 3

DRAFT Regional Improvement Program 60/40 Formula Apportionment
(Programming After 2018 RTIP)

Project Description	Balance	Non- 60/40	Metro	%	Non-Metro	%
2018 RTIP Committed Programming	\$38,820,000		\$22,842,000	60%	\$15,228,000	40%
STIP PPM	\$38,070,000	\$750,000				
Rte 14 Freeman Gulch-Segment 2	\$36,110,000				\$1,960,000	
Rte 46; Brown Mat.-e/o Lost Hills Rd; 4B**	\$33,710,000				\$2,400,000	
Rte 58; WS Pkwy Conn Mainline Ph1	\$3,500,000		\$30,210,000			
Rte 132 Expressway, Phase 1	\$0				\$3,500,000	
2018 Balance			\$30,210,000	79%	\$7,860,000	21%
2020 RTIP Cycle	\$40,645,000		\$23,937,000	60%	\$15,958,000	40%
STIP PPM	\$39,895,000	\$750,000				
Rte 46; CA Aque. Br-e/o Lost Hills Rd; 4B**	\$36,295,000				\$3,600,000	
Rte 46; Brown Mat.-CA Aqueduct; 4C	\$9,295,000				\$27,000,000	
Rte 395; Inyo Co. Olancho/Carfago	\$0				\$9,295,000	
2020 Balance			\$0	0%	\$39,895,000	100%
End Balance**			\$211,356,000	56%	\$185,539,000	44%
			\$228,137,000	60%	\$150,758,000	40%
			-\$14,781,000		\$14,781,000	

Notes:

** As per \$45 million total commitment.

** Carryover included in the next RTIP fund estimate because no project was ready to utilize for any phase of development.

** The 2006 RTIP and 2016 RTIP do not offer any new programming dollars instead existing unallocated programming from previous RTIP cycles has been respread.

** \$145 million of 1998 RTIP funds were dedicated to the former Kern River Freeway in the Metro area at the beginning of SB45 and before the 60/40 policy adoption. The "End Balance" is calculated without the \$145 million.

** "End Balance" analysis consists of the sum of committed programming. Kern COG staff was careful not to double count any commitments. Please bring any corrections to the attention of Kern COG staff.

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

**KERN COG BOARD ROOM/ GoToMeeting
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA**

**WEDNESDAY
June 30, 2021 (July Meeting)
10:00 A.M.**

SPECIAL NOTICE

**Public Participation and Accessibility
June 30, 2021 (July Meeting) Transportation Technical Advisory Committee**

On March 17, 2020, Governor Gavin Newsom issued Executive Order N-29-20, which includes a waiver of Brown Act provisions requiring physical presence of the Council or the public in light of the COVID-19 pandemic. Based on guidance from the California Governor's Office and Department of Public Health, as well as the County Health Officer, in order to minimize the potential spread of the COVID-19 virus, Kern Council of Governments hereby provides notice that as a result of the declared federal, state, and local health emergencies, and in light of the Governor's order, the following adjustments have been made:

- The meeting scheduled for **June 30, 2021, at 10:00 a.m.** will have limited public access to maintain social distancing. Masks will be required to attend the meeting in person.
- Consistent with the Executive Order, Committee/Board Members may elect to attend the meeting telephonically and participate in the meeting to the same extent as if they were physically present.
- The public may participate in the meeting and address the Committee in person under Public Comments.
- If the public does not wish to attend in person, they may participate in the meeting and address the Committee as follows:

If you wish to comment on a specific agenda item, submit your comment via email to feedback@kerncog.org **no later than 9:30 a.m. June 30, 2021.** Please clearly indicate which agenda item number your comment pertains to. If you wish to make a general public comment not related to a specific agenda item, submit your comment via email to feedback@kerncog.org **no later than 9:30 a.m. June 30, 2021.**

<https://www.gotomeet.me/KernCOG/ttacmeeting>

Dial +1 (786) 535-3211

Access Code: 269-963-557

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) 635-2900. 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

III. APPROVAL OF DISCUSSION SUMMARY: Minutes from meeting of June 2, 2021.

**IV. FY 2020-21 TDA PUBLIC TRANSIT CLAIM – CITY OF SHAFTER
FY 2021-22 TDA PUBLIC TRANSIT CLAIM – GOLDEN EMPIRE TRANSIT (Banuelos)**

Comment: According to California Public Utilities Code Section 99260 et seq., and Kern COG TDA Rules and Regulations, eligible organizations may submit a claim for the purpose of supporting public transit systems. The City of Shafter submitted a TDA transit claim for FY 2020-21 which totals \$329,533. GET submitted a TDA transit claim for FY 2021-22 which totals \$22,607,817.

Action: Review TDA Public Transit Claim for the City of Shafter for FY 2020-21 and TDA Public Transit Claim for GET for FY 2021-22 and recommend approval to the Transportation Planning Policy Committee.

V. **2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM** (Stramaglia)

Comment: Every two years in the odd-numbered year, regional transportation planning agencies are to submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission for their approval in December of the same odd-numbered year.

Action: Information.

VI. **ACTIVE TRANSPORTATION PROGRAM CYCLE 5 AUGMENTATION - MPO PROJECT LIST** (Snoddy)

Comment: The California Transportation Commission (CTC) is anticipating the state budget May Revise that proposes the addition of \$500 million to the Active Transportation Program (ATP) - Cycle 5 program of projects. This additional funding may provide an additional \$4.5 million of new programming capacity for MPO choice projects.

Action: Subject to state budget approval and published CTC Fund Estimate for Cycle 5 ATP MPO Augmentation, recommend approval of Attachment A List of Cycle 5 ATP MPO Augmentation Project List to the Transportation Planning and Policy Committee.

VII. **KERN COG SENATE BILL NO. 1 – CALTRANS STATE OF GOOD REPAIR CALL FOR PROJECTS** (Snoddy)

Comment: Caltrans State of Good Repair (SGR) Program allocates annual funds from Senate Bill No. 1 legislation to the Kern region.

Action: Recommend the Transportation Planning Policy Committee adopt the fiscal year 2021-22 SGR Program of Projects.

VIII. **TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 2021-22 PROGRAM OF PROJECTS** (Snoddy)

Comment: Kern Council of Governments, acting in the capacity as the state-designated Regional Transportation Planning Agency, administers funding for the Transportation Development Act Article 3 Program.

Action: Approve and recommend adoption of the fiscal year 2021-22 Transportation Development Act Article 3 Program of Projects to the Transportation Planning Policy Committee and approve a new project moratorium until the fiscal year 2021-22 have been funded and delivered.

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

Comment: Upcoming amendment schedule for next 2021 FTIP Amendment.

Action: Information.

X. **FUNDING FOR “ALTERNATIVE HOUSING PRODUCTION” APPROACHES** (Napier)

Comment: Governor Newsom's \$267 budget proposal included funding for "*Alternative Housing Production Approaches*".

Action: TTAC discussion of potential activities in Kern.

XI. ANNOUNCEMENTS:

Congestion Mitigation Air Quality Program (CMAQ) and Regional Surface Transportation Program (RSTP) Call for Projects – applications due by 5:00 P.M August 12, 2021. Remember to process the locally adopted resolutions that are a required part of the application submittal.

XII. MEMBER ITEMS

XIII. ADJOURNMENT – The next meeting will be held on August 4, 2021 (may be dark).

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

DISCUSSION SUMMARY FOR JUNE 2, 2021 TTAC

KERN COG BOARD ROOM/GO TO MEETING
1401 19th Street, Suite 300
BAKERSFIELD, CALIFORNIA

Wednesday
June 2, 2021
10:00 A.M.

Vice Chairman Neath called the meeting to order at approximately 10:01 a.m. A roll call was conducted by Ms. McCulloch for attendance.

I. ROLL CALL

MEMBERS PRESENT:

Christine Viterilli	City of Arvin
Ryan Starbuck	City of Bakersfield
Steve Barnes	GET
Bob Neath	County of Kern
Mario Gonzales	City of McFarland
Chris Schultz	City of Shafter
Kameron Arnold	City of Wasco
Lorena Mendibles	Caltrans
Joe West	NOR

OTHER:

Yolanda Alcantar	County of Kern
Cindy Parra	Bike Bakersfield
Susanna Kormendi	City of Bakersfield
Diana Garcia	City of McFarland
Viviana Zamora	City of Delano
Troy Hightower	TDH Associates

STAFF:

Ahron Hakimi	Becky Napier
Rochelle Invina	Raquel Pacheco
Veronica McCulloch	Bob Snoddy
Linda Urata	Joe Stramaglia
Vincent Liu	

- 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.

III. APPROVAL OF DISCUSSION SUMMARY: Minutes from meeting of May 5, 2021.

Mr. Barnes made a motion to approve the discussion summary, Mr. Arnold seconded the motion. Ms. McCulloch performed a roll call vote and motion carried unanimously with a roll call vote.

IV. INTELLIGENT TRANSPORTATION SYSTEMS (ITS) KERN UPDATE – MONITORING PROGRAM

Ms. Pacheco addressed the committee and provided the following staff report:

This is the annual project status report. Updates were due May 21st. No updates were received; however, Kern COG is providing a copy of a press release that was circulated by Caltrans District 9 with subject line Caltrans adds new cameras and weather stations in D9.

This item is for information only.

V. AIR QUALITY CONFORMITY ANALYSIS FOR THE 2021 FTIP AND 2018 RTP – TIMELINE

Mr. Liu addressed the committee and provided the following staff report:

This Conformity update covers the anticipated availability of new transportation conformity budgets in the Moderate Area 2016 PM 2.5 Plan and 2018 PM 2.5 Plan that are currently undergoing Environmental Protection Agency (EPA) review. This is being processed as a Valley-wide conformity re-determination.

A schedule was provided in the staff report.

At the June 17, 2021 Kern COG Board meeting, staff will request delegated authority from the Kern COG Board authorizing Kern COG's Executive Director to approve the Conformity Analysis, via resolution, upon the close of the public comment period and review of all comments.

This item is for information only.

VI. ACTIVE TRANSPORTATION PROGRAM CYCLE 5 AUGMENTATION - MPO PROJECT LIST

Mr. Snoddy addressed the committee and provided the following staff report:

The California Transportation Commission (CTC) is notifying regional agencies about the possible addition of \$500,000,000 of revenue to the Active Transportation Program based on information in the draft 2021-22 State Budget May Revise. In anticipation of the approval of the 2021-22 State Budget including the May Revise additions, CTC staff is developing an ATP Cycle 5 augmentation process to fund additional projects from the current list of reviewed and ranked applications not yet funded by either state choice or MPO choice. In order to expedite the regional project approval process and submit a new ATP MPO Cycle 5 project list for CTC approval by August 2021, Kern COG staff recommends the following actions take place pending final implementation decisions by the CTC.

To begin this process, the recently completed and adopted ATP MPO Cycle 5 Contingency List has been recycled into Attachment A – Projects Under Consideration. A more refined project list will be prepared and distributed by the TTAC meeting date which will reflect the programming budget and other considerations. One of the other considerations is that CTC staff may require regions to backfill previously selected MPO projects that were not fully funded. So, Attachment A could also include the City of Bakersfield project that did not previously receive full funding due to financial constraint. This revised list will be used to conduct the TAC sub-committee meeting and development of a staff recommendation.

This item was for information only.

VII. 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Stramaglia addressed the committee and provided the following staff report:

The California Transportation Commission (CTC) has initiated the 2022 Regional Transportation Improvement Program (2022 RTIP) process at their January 27– 28, 2021 meeting to develop a statewide 2022 State Transportation Improvement Program (2022 STIP) for projects of regional significance. The general order of this process is 1) CTC develops a statewide 5-Year regional share fund estimate; 2) CTC updates 2022 STIP guidelines; 3) regions submit RTIP's; and 4) the CTC consolidates RTIP's and approves the 2022 STIP.

Update of Kern COG Project Delivery Policies and Procedures – In March of 2019, the Kern COG Board adopted the latest version of the Kern COG Project Delivery Policies and Procedures document which included updates to Chapters 1, 2 and 3. Chapter 3 focuses on the Regional Transportation Improvement Program process. The purpose of the update was to bring the Kern COG document to be more in alignment with recently adopted State Transportation Improvement Program Guidelines as adopted by the California Transportation Commission. At the heart of the update was the need to review and update performance measure requirements in the Kern COG policy document that not only are more consistent with the latest STIP process but more competitive for the many other discretionary transportation programs. Once completed in March 2019, the Transportation Technical Advisory Committee advised Kern COG staff that a new call for RTIP projects would not be initiated due to the lack of RTIP funding going forward. They did not feel that the required effort was commensurate with the available funding. This issue will be revisited during the 2022 RTIP cycle.

This item was for information only.

- VIII. **ANNOUNCEMENTS** – Mr. Snoddy announced the deadline to submit TDA claims by Monday, June 14th. Only 2 claims have been received as of today.
- IX. **MEMBER ITEMS** – None
- X. **ADJOURNMENT**- The meeting adjourned at 10:16 a.m. The next meeting will be held on June 30, 2021 (July meeting).



IV. TTAC

June 30, 2021

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Angelica Banuelos,
Administrative Assistant

SUBJECT: TTAC AGENDA ITEM: IV
FY 2020-21 TDA PUBLIC TRANSIT CLAIM – CITY OF SHAFTER
FY 2021-22 TDA PUBLIC TRANSIT CLAIM – GOLDEN EMPIRE TRANSIT

DESCRIPTION:

According to California Public Utilities Code Section 99260 et seq., and Kern COG TDA Rules and Regulations, eligible organizations may submit a claim for the purpose of supporting public transit systems. The City of Shafter submitted a TDA transit claim for FY 2020-21 which totals \$329,533. GET submitted a TDA transit claim for FY 2021-22 which totals \$22,607,817.

DISCUSSION:

Kern COG staff has received and reviewed the following TDA Transit Claim:

<u>Claimants</u>	<u>LTF</u>	<u>STAF</u>	<u>TOTAL</u>
FY 2020-21 CITY OF SHAFTER	\$131,613	\$197,920	\$329,533
FY 2021-22 GET BAKERSFIELD – AMTRAK	\$19,312,097 (\$476,752)	\$3,772,472	\$22,607,817
Regional Claims Total	\$18,966,958	\$3,970,392	\$22,937,350

These claims have 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 approval.

Action:

Review TDA Public Transit Claim for the City of Shafter for FY 2020-21 and TDA Public Transit Claim for GET for FY 2021-22 and recommend approval to the Transportation Planning Policy Committee.



June 30, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Joseph Stramaglia,
Project Delivery Team Lead

SUBJECT: TTAC AGENDA ITEM: V.
2022 Regional Transportation Improvement Program

DESCRIPTION:

Every two years in the odd-numbered year, regional transportation planning agencies are to submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission for their approval in December of the same odd-numbered year.

DISCUSSION:

The California Transportation Commission (CTC) has initiated the 2022 Regional Transportation Improvement Program (2022 RTIP) process at their January 27– 28, 2021 meeting to develop a statewide 2022 State Transportation Improvement Program (2022 STIP) for projects of regional significance. The general order of this process is 1) CTC develops a statewide 5-Year regional share fund estimate; 2) CTC updates 2022 STIP guidelines; 3) regions submit RTIP's; and 4) the CTC consolidates RTIP's and approves the 2022 STIP.

2022 Regional Transportation Improvement Program Schedule		
January 2021	CTC	Adopted 2022 STIP Fund Estimate Schedule
March 24-25, 2021	CTC	Present Fund Estimate Assumptions to Commissioners
May 12-13, 2021	CTC	Adopt Fund Estimate Assumptions
May 19, 2021	KCOG	Regional Workshop
June 23-24, 2021	CTC	Present Draft Fund Estimate
July 21, 2021	KCOG	Regional Workshop
August 18-19, 2021	CTC	Adopt Statewide Fund Estimate and Guidelines
September 22, 2021	KCOG	Regional Workshop
September 1 & 16, 2021	KCOG	Circulate Adm. Draft 2020 RTIP TTAC & TPPC
October 6 & 21, 2021	KCOG	Circulate Draft 2020 RTIP TTAC & TPPC
November 3 & 18, 2021	KCOG	Regional Adoption of 2022 RTIP TTAC & TPPC
December 15, 2021	KCOG	Submit 2022 RTIP to the CTC by December 15, 2021
Jan 27 & Feb 3 2022	CTC	Conduct Northern/Southern California Public Hearing
February 28, 2022	CTC	CTC to publish staff recommendations for 2022 STIP
March 23-24, 2022	CTC	Adopt 2022 STIP

The process for the region is to 1) establish new programming capacity defined by the state's fund estimate; 2) assess current regional project needs including cost estimate updates; 3) develop a Capital Improvement Program; and 4) regionally adopt the 2022 RTIP for submission to the CTC by December 15, 2021.

Updates this month to the 2022 RTIP Process – The California Transportation Commission is scheduled to present the draft Fund Estimate at the June 23-24, 2021 meeting. The draft Fund Estimate will propose RTIP County Shares for regional agencies in California including Kern COG. The County Share, if any, will determine if new programming can be proposed in the 2022 RTIP. The Draft CTC Guidelines have been circulated in the agenda and are included as an attachment to this report. Workshop No. 2 is scheduled for July 21 at 10:00 AM and will be virtual only. Workshop topics for July will focus on Capital Improvement Program options based on the draft Fund Estimate and County Share. The current Baseline Capital Improvement Program Version 2 Attachment A does not include changes based on the fund estimate. The fund estimate amount will be provided at the June 30 TTAC meeting, included in the July KCOG Board meeting, and discussed at the July 21 Workshop. The Draft CTC STIP Guidelines are posted with the other 2022 RTIP resources at: <https://www.kerncog.org/category/docs/rtip/>. The draft Fund Estimate will follow.

Current 2020 STIP as Adopted - Kern COG projects in the current 2020 State Transportation Improvement Program include highway capacity projects on State Routes 14, 46 and 58. It must be noted that specific regional actions from the 2020 RTIP cycle affect how the 2022 RTIP cycle program of project recommendations is developed. First, because there was no new funding capacity for the 2020 RTIP cycle, a regional decision of note was to defer \$30 million from a Caltrans partnership project at State Route 58 and 99 in order to advance construction of the final phase of State Route 46 widening project near Interstate 5. Because the 58 / 99 auxiliary lane project was deferred, it was also removed from the STIP. It is the region's intent that RTIP funding be used to supplement other state construction funding in the State Highway Operations Protection Program (SHOPP). It is staff's intention to restore this programming if there is funding capacity to do so and if Caltrans is advancing the design of the auxiliary lane.

The second important action of note taken during the 2020 RTIP cycle was to elevate the need for truck climbing lanes on State Route 58 east of Bakersfield. It is the region's intent that this project will also become a SHOPP project. However, the RTIP process could play a future role in advancing pre-construction phases to develop the project. Significant coordination with Caltrans will be required for both the auxiliary lane and truck-climbing lane projects. The third important action that the Board approved was on State Route 14, the Freeman Gulch widening project, which came to a stand-still when Caltrans was unable to offer its 40% of funding for these partnership projects with Inyo and Mono County. As a result, the Kern COG Board agreed with staff that the Freeman Gulch projects for segments 2 or 3 could not advance without the Caltrans funding partnership intact.

These projects are part of the 2020 State Transportation Improvement Program and reflected in a recent CTC document called the 2020 Report of STIP Balances County and Interregional Shares, or, the 2020 Orange Book. This publication presents current programming for regions statewide including the status of any allocation or other project activity. Attachment A of this report includes the report pages with Kern activity listed. This information will be the point of beginning for establishing the proposed regional Capital Improvement Program which will be developed over the next several months. The table below provides construction status of projects from either the 2018 STIP, the 2020 STIP, or both.

SR 14 Freeman Gulch	Segment 2 - this project is currently in the design phase but is shelved
SR 46 Widen Seg 4A	Construction was completed in 2020
SR 46 Widen Seg 4B	This project is currently under construction
SR 46 Widen Seg 4C	This project is scheduled for construction in 2022
SR 58 Centennial	Centennial Corridor – Mainline: this project is currently under construction
SR 58 & 99 Aux Lane	This is a Caltrans partnership project which was temporarily shelved
SR 58 Truck Climbing Lanes	This is a Caltrans partnership project which is now being introduced to the STIP
SR 204 / Hageman	This is a local project which is now being introduced to the STIP

2020 STIP funding – It is important to recap that the adopted Fund Estimate established for the 2020 STIP cycle did not provide new programming for California regions in the outer two years of programming. As a result, regions were not able to advance new phases of work for projects already in progress. For Kern, the Board approved the decision to move \$30 million of existing programming from Metropolitan Bakersfield out to the State Route 46 widening project that was in progress and in need of final funding to secure construction. This transfer of programming was at the core of the Kern 2020 RTIP cycle.

Update of Kern COG Project Delivery Policies and Procedures – In March of 2019, the Kern COG Board adopted the latest version of the Kern COG Project Delivery Policies and Procedures document which included updates to Chapters 1, 2 and 3. Chapter 3 focuses on the Regional Transportation Improvement Program process. The purpose of the update was to bring the Kern COG document to be more in alignment with recently adopted State Transportation Improvement Program Guidelines as adopted by the California Transportation Commission. At the heart of the update was the need to review and update performance measure requirements in the Kern COG policy document that not only are more consistent with the latest STIP process but more competitive for the many other discretionary transportation programs. Once completed in March 2019, the Transportation Technical Advisory Committee advised Kern COG staff that a new call for RTIP projects would not be initiated due to the lack of RTIP funding going forward. They did not feel that the required effort was commensurate with the available funding. This issue will be revisited during the 2022 RTIP cycle.

Action: Information.

- Enclosures: Attachment A: 2022 RTIP Capital Improvement Program – Baseline Version 2
 Attachment B: 2020 CTC Orange Book
 Attachment C: Current Listings of State Highway Maintenance Project Investments
 Attachment D: Schedule of Regional 2020 RTIP Workshops
 Attachment E: Eastern California MOU
 Attachment F: 60 / 90 Equity Report
 Attachment G: Draft STIP Fund Estimate County Share

ATTACHMENT A

KERN COUNCIL OF GOVERNMENTS - 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM - BASELINE VERSION 2 CAPITAL IMPROVEMENT PROGRAM (\$ X 1,000)																						
BASELINE VERSION 2 - ADDING IN STIP/COVID FUNDS PROGRAMMING FOR SR 202/HAGEMAN FLYOVER AND SR 58 TRUCK CLIMBING LANES - SEE NOTES 5 AND 6																						
PROJECT DESCRIPTION	NOTES	PRIORITY	CURRENT AND PROPOSED PHASES				PROJECT TOTAL	KCOG ALL RIP TOTAL	SUMMARY OF ALL FUNDING SOURCES				KCOG RTIP CAPITAL IMPROVEMENT PROGRAM - RIP ONLY									
			ENV	DES	ROW	CON			IIP	KCOG SHARE RIP	OTHER	TOTAL	PRIOR YEAR	2020 STIP CARRYOVER			NEW 2022 RTIP			2022 RTIP		
														2022-23	2023-24	2024-25	2023-24	2024-25	MAX SHARE	APDE		
PLANNING, PROGRAMMING & MONITORING							\$ 1,500	\$ 1,500	\$ -	\$ 1,500	\$ -	\$ 1,500	\$ -	\$ 1,500	\$ -	\$ 300	\$ 300	\$ 300	\$ 300	\$ 300	\$ -	\$ -
2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM - PROPOSED CAPITAL IMPROVEMENT PROGRAM																						
SR 58 – CENTENNIAL CORRIDOR - INTERCHANGE IMPROVEMENT PHASE 2	1	1	●				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 58 CENTENNIAL CORRIDOR MAINLINE AB 3090 ALLOCATIONS	2	1	●	●	●	●	\$ 63,211	\$ 18,963	\$ -	\$ 63,211	\$ -	\$ 63,211	\$ -	\$ 63,211	\$ 44,248	\$ 18,963	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 46 - WIDENING SEGMENT 4B	3	2	●	●	●	●	\$ 40,503	\$ 6,000	\$ -	\$ 6,000	\$ 34,503	\$ 40,503	\$ 6,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 46 - WIDENING SEGMENT 4C	4	2	●	●	●	●	\$ -	\$ 27,000	\$ -	\$ 27,000	\$ 10,000	\$ 37,000	\$ 700	\$ 26,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 204 / HAGEMAN FLYOVER	5	B	●	●	●	●	\$ 63,723	\$ 2,686	\$ -	\$ 2,686	\$ 61,037	\$ 63,723	\$ -	\$ -	\$ 2,686	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 58 TRUCK CLIMBING LANES	6	B	●				\$ -	\$ 3,728	\$ -	\$ 3,728	\$ 1,523	\$ 5,251	\$ 2,272	\$ 1,456	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MOU PROJECTS																						
SR 14 - FREEMAN GULCH SEG 2	7	B	●	●			\$ 4,900	\$ 1,960	\$ 1,960	\$ 1,960	\$ 980	\$ 4,900	\$ 1,960	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
US 395 - OLANCHA CARTAGO	8	B	●	●	●	●	\$134,872	\$ 12,856	\$ 64,549	\$ 12,856	\$ 57,467	\$134,872	\$ 12,856	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
APDE PROJECTS (ADVANCE PROJECT DEVELOPMENT ELEMENT)																						
NO APDE PROJECTS IDENTIFIED	9						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL FOR 2022 RTIP SUBMITTAL							\$308,709	\$ 74,693	\$ 66,509	\$118,941	\$165,510	\$350,960	\$ 68,036	\$ 47,019	\$ 2,986	\$ 300	\$ 300	\$ 300	\$ -	\$ -	\$ -	\$ -

NOTE 1: THIS INTERCHANGE IMPROVEMENT PROJECT ON STATE ROUTE 99 AT STATE ROUTE 58 WILL ADD AN AUXILIARY LANE AND RETAINER WALL TO THE SOUTHBOUND SR 99 LANE. \$30 MILLION WAS MOVED TO THE SR 46 PROJECT AS PART OF THE 2020 RTIP PROCESS. FOR THE 2022 RTIP, KERN COG MAY SEEK TO RESTORE AT LEAST \$30 MILLION FOR A CONSTRUCTION PHASE CONTRIBUTION IN CONJUNCTION WITH A SR 99 SHOPP PROJECT IN THE SAME AREA TO CONDUCT PAVEMENT REPAIR AND REPLACEMENT.

NOTE 2: THE AB 3090 ALLOCATION PAYMENTS WERE APPROVED BY THE CTC ON OCTOBER 17, 2019. THIS PROJECT WILL CONTINUE FORWARD IN THE 2022 STIP. THIS PROJECT IS UNDER CONSTRUCTION.

NOTE 3: SR 46 WIDENING SEGMENT 4B IS NOW UNDER CONSTRUCTION. THIS PROJECT DOES NOT REQUIRE ADDITIONAL STIP FUNDING AND DOES NOT NEED TO MOVE FORWARD INTO THE 2022 RTIP.

NOTE 4: SR 46 WIDENING SEGMENT 4C WAS MADE WHOLE AS PART OF THE 2020 STIP. CONSTRUCTION IS PROGRAMMED IN 2022-23 AND REQUIRES TO ADVANCE INTO THE 2022 RTIP.

NOTE 5: SR 204 / HAGEMAN FLYOVER WAS ADDED WITH THE 2021 MID-CYCLE STIP AND INCLUDES BOTH STIP (\$2.686 MILLION) AND NON-STIP (\$2.565 MILLION) COVID FUNDING. Total COVID \$5.251 MILLION.

NOTE 6: SR 58 TRUCK CLIMBING LANES WAS ADDED WITH THE 2021 MID-CYCLE STIP AND INCLUDES BOTH STIP (\$2.272 MILLION) AND NON-STIP (\$1.456 MILLION) COVID FUNDING. Total COVID \$5.251 MILLION.

NOTE 7: SR 14 FREEMAN GULCH IS IN THE 2020 STIP AND PART OF THE MOU AGREEMENT. THIS PROJECT IS CURRENTLY SUSPENDED OR SHELVED DUE TO LACK OF CALTRANS 40% ITIP PARTICIPATION.

NOTE 8: US 395 OLANCHA CARTAGO IS AN EASTERN CALIFORNIA MOU PROJECT AND WAS FULLY FUNDED IN THE 2018 RTIP CYCLE. CONSTRUCTION IS EXPECTED TO ADVANCE THIS YEAR. THIS PROJECT SHOULD NOT NEED TO ADVANCE INTO THE 2022 RTIP. HOWEVER, IT WILL REMAIN IN THE CIP TO REFLECT KCOG CONTRIBUTIONS TO THE PROJECT.

NOTE 9: APDE OPTIONS ARE OUTLINED IN EACH STIP GUIDELINES UPDATE AND DEPENDENT ON OUTER YEAR CAPACITY. PROPOSED APDE ACTIVITY IS CONSIDERED AN ADVANCE OF FUTURE RIP SHARES.

2020 SUMMARY OF STIP COUNTY SHARE

Does Not Include (TIP Interregional Shares (See Separate Listing)
(\$1,000's)

Total County Share, June 30, 2019 (from 2019 Report)	106,546
Adjustment for 2017-18 and 2018-19 lapses	0
Less 2018-19 Allocations and closed projects	(13,994)
Less Projects Lapsed, July 1, 2019-June 30, 2020	0
2020 STIP Fund Estimate Formula Distribution	16,758
Total County Share, June 30, 2020	109,310

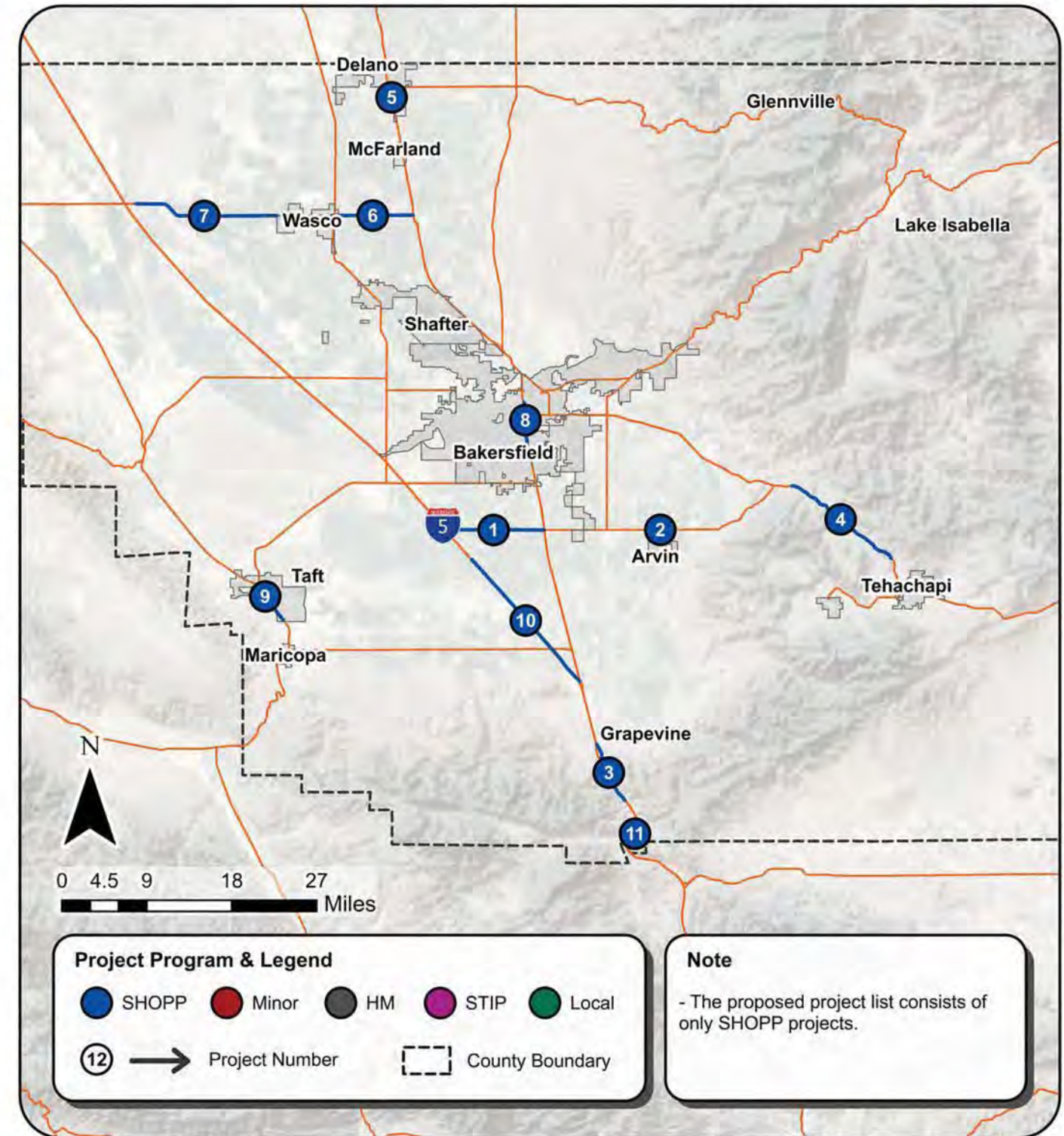
Kern																						
Agency	Rte	PPND	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year						Project Totals by Component								
								Prior	20-21	21-22	22-23	23-24	24-25	R/W	Const	E & P	PS&E	R/W Sup	Con Sup			
Highway Projects:																						
Caltrans	46	3412	Wasco-Jumper Av, 4 lane, env			close	2,070	2,070	0	0	0	0	0	0	0	0	0	2,070	0	0	0	0
Caltrans	58	3482	Tehachapi Dennison Rd interchange			close	1,636	1,636	0	0	0	0	0	0	0	0	0	648	988	0	0	0
Bakersfield	loc	3705A	Rt 58-Westside Parkway Connector I/C-Ph2			delete	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bakersfield	cash	3705B	AB 3090 Reimbursement (Westside Pkwy-Ph1)(18S-07)			Jun-20	18,983	0	18,963	0	0	0	0	0	0	0	0	18,963	0	0	0	0
Caltrans	14	8042B	Freeman Gulch widening-Segment 2 (RIP 40%)				1,960	1,960	0	0	0	0	0	0	0	0	0	0	0	1,960	0	0
Caltrans	46	3386D	Widen to 4 lanes, Pavilion-a/o Lost Hills Rd, Seg 4B				5,400	0	5,400	0	0	0	0	0	0	960	3,500	0	0	0	340	600
Caltrans	395	170	Olancho-Cartago 4-lane expressway (RIP 10%)				13,793	4,498	0	9,295	0	0	0	0	2,480	8,310	937	731	350	985	0	
Bakersfield	cash	3705B	AB 3090 Reimbursement (Westside Pkwy-Ph1)(18S-07)				37,927	0	0	18,964	18,963	0	0	0	0	37,927	0	0	0	0	0	0
Caltrans	46	3386E	Widen 4 Ins. Browns Material-Farnsworth, Seg 4C (5B1)				27,000	0	700	0	26,300	0	0	0	100	20,900	0	500	100	5,400	0	
Kern COG		8L03	Planning, programming, and monitoring				1,500	0	300	300	300	300	300	0	0	1,500	0	0	0	0	0	0
Subtotal, Highway Projects							110,249	10,164	25,363	28,559	45,663	300	300	3,540	91,100	3,655	4,179	790	6,985			
Total Programmed or Voted since July 1, 2019							110,249															
Balance of STIP County Share, Kern																						
							109,310															
Total County Share, June 30, 2020							109,310															
Total Now Programmed or Voted Since July 1, 2019							110,249															
Unprogrammed Share Balance							0															
Share Balance Advanced or Overdrawn							939															



**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
PROPOSED PROJECT LIST (YEARS 6-7)**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
PROPOSED PROJECT LIST (YEARS 6-7)								
1	1C060	6	223	1.85 / 10.5	Kern 223 Rehab / Remove and Replace HMA (Full Depth Recycle)	Proposed	\$9,877	2024/25
2	0Y150	6	223	R20.1 / 21.3	Arvin CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$5,029	2024/25
3	0W920	6	5	4.4 / 10.20	Grapevine Rehab / Pavement Rehabilitation (2R)	ENV	\$95,658	2024/25
4	37920	9	58	77.252 / 88.34	Keene Pavement / Pavement Repair CAPM/Rehab	ENV	\$165,515	2024/25
5	1A810	6	99	54.6 / 54.61	Delano Facility. Reconstruct Building	ENV	\$3,486	2025/26
6	1A760	6	46	50.80 / 57.78	East Wasco CAPM / Rehabilitate Pavement	ENV	\$20,211	2025/26
7	1A680	6	46	33.50 / 46.00	Semitropic CAPM / Overlay RHMA, Upgrade Guardrail and Dikes	ENV	\$20,994	2025/26
8	0X370	6	99	21.15 / 24.60	Bakersfield 99 Rehab II (South) / Roadway Rehabilitation (3R)	ENV	\$68,290	2025/26
9	0W830	6	33	14.40 / 17.90	South Taft Rehab / Roadway Rehabilitation (3R)	ENV	\$26,704	2025/26
10	0W930	6	5	15.9R / 30.0	KER I5 CAPM / Remove .35' HMA and Place .25' HMA and 0.10' RHMA.	ENV	\$35,406	2025/26
11	0X570	6	5	.73 / 1.08	Tejon SRRA Water & Wastewater Upgrades / Upgrade Water and Wastewater Systems	ENV	\$10,170	2025/26

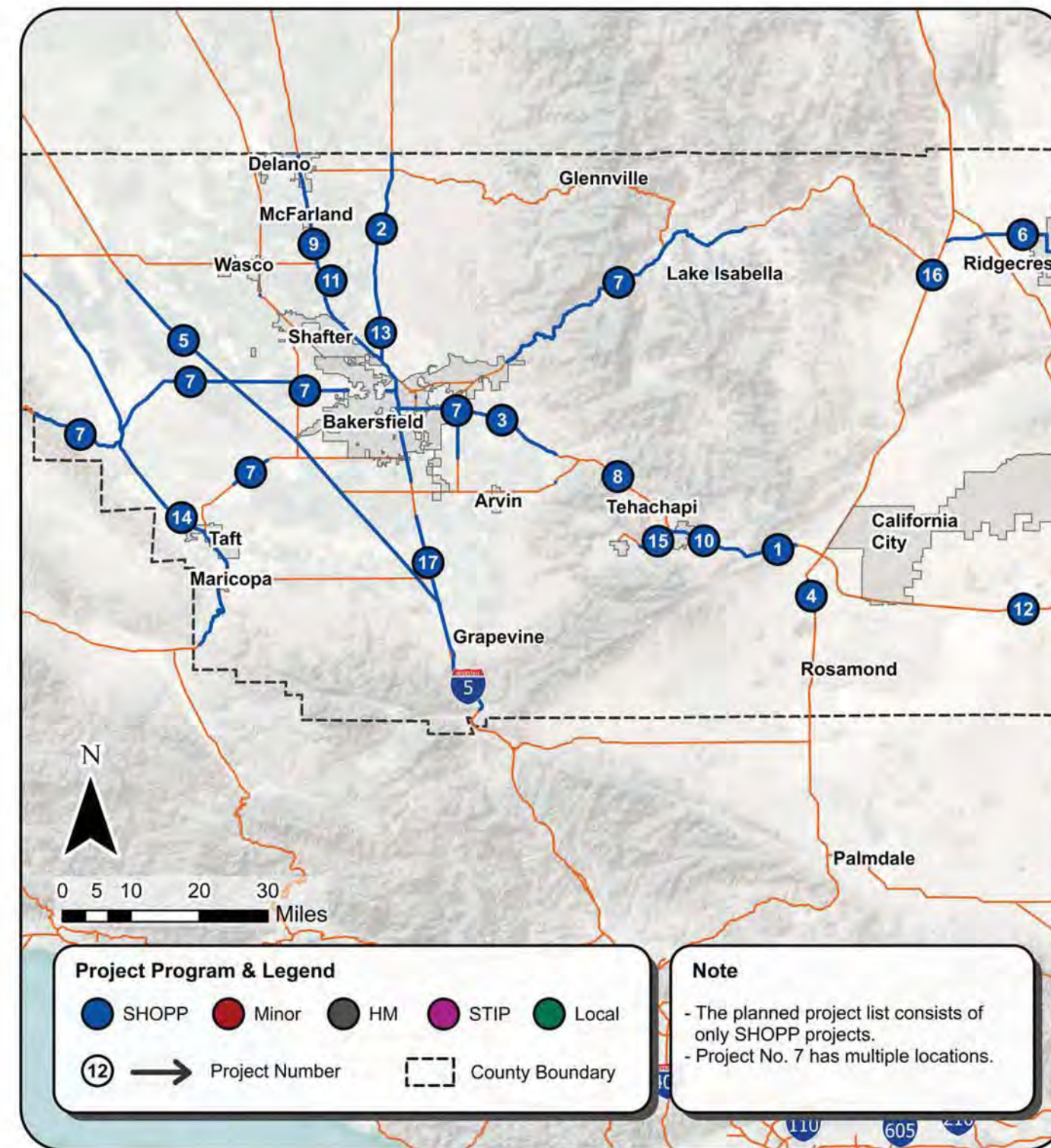




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
PLANNED PROJECT LIST (YEARS 8-10)**



No	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
PLANNED PROJECT LIST (YEARS 8-10)								
1	38310	9	58	R99.8 / R107.7	Cache Creek Pavement / Restore Pavement and Drainage	Future	\$39,623	2026/27
2	19565	6	65	6.90 / 25.16	CAPM	Future	\$16,351	2026/27
3	0X450	6	58	R64.9 / R64.91	Arvin KER-58 Wim Upgrade / Improve Weigh Facility	Future	\$3,051	2026/27
4	37520	9	14	R12.6 / 16.7	Mojave Pavement / Rehab/CAPM Pavement and Upgrade ADA	Future	\$47,558	2026/27
5	19586	6	5	52.80 / 62.6	Rehab	Future	\$76,423	2027/28
6	38330	9	178	88.6 / 104.6	Ridgecrest/Inyokern Pavement / Restore Pavement, Fix Drainage and ADA	Future	\$72,355	2027/28
7	22144	6	58	3.03 / 72.67	In Kern County at various locations. Drainage improvements	Future	\$14,196	2027/28
8	22129	9	58	81 / 81.1	In Kern county at CVEF on Route 58 eastbound	Future	\$1,260	2028/29
9	1A660	6	99	R43.9R / 49.4	CAPM	Future	\$9,522	2028/29
10	37510	9	58	R90.5 / R100.0	In Kern county at Tehachapi from Exit 148 to 0.04 miles south of Cache Creek Overflow #2 bridge.	Future	\$41,208	2028/29
11	22167	6	99	R43.6R / R43.61R	50 0011R Spot prep and paint steel members	Future	\$2,115	2028/29
12	21986	9	58	R138.75 / R139.0	In Kern County at Boron SRRA. Rehab wastewater treatment.	Future	\$2,994	2028/29
13	19581	6	65	R0.0 / 6.9	CAPM	Future	\$13,058	2028/29
14	19564	6	33	17.9 / 24.0	CAPM	Future	\$7,991	2028/29
15	20430	9	202	R5.0 / 12.093	In Kern County in and near Tehachapi from the beginning of the route to route 58.	Future	\$9,387	2028/29
16	21985	9	14	56.3 / 56.4	In Kern County at Freeman Gulch Bridge (No. 50-0014)	Future	\$2,463	2028/29
17	19556	6	99	0.00 / 10.50	CAPM SB only	Future	\$13,724	2028/29

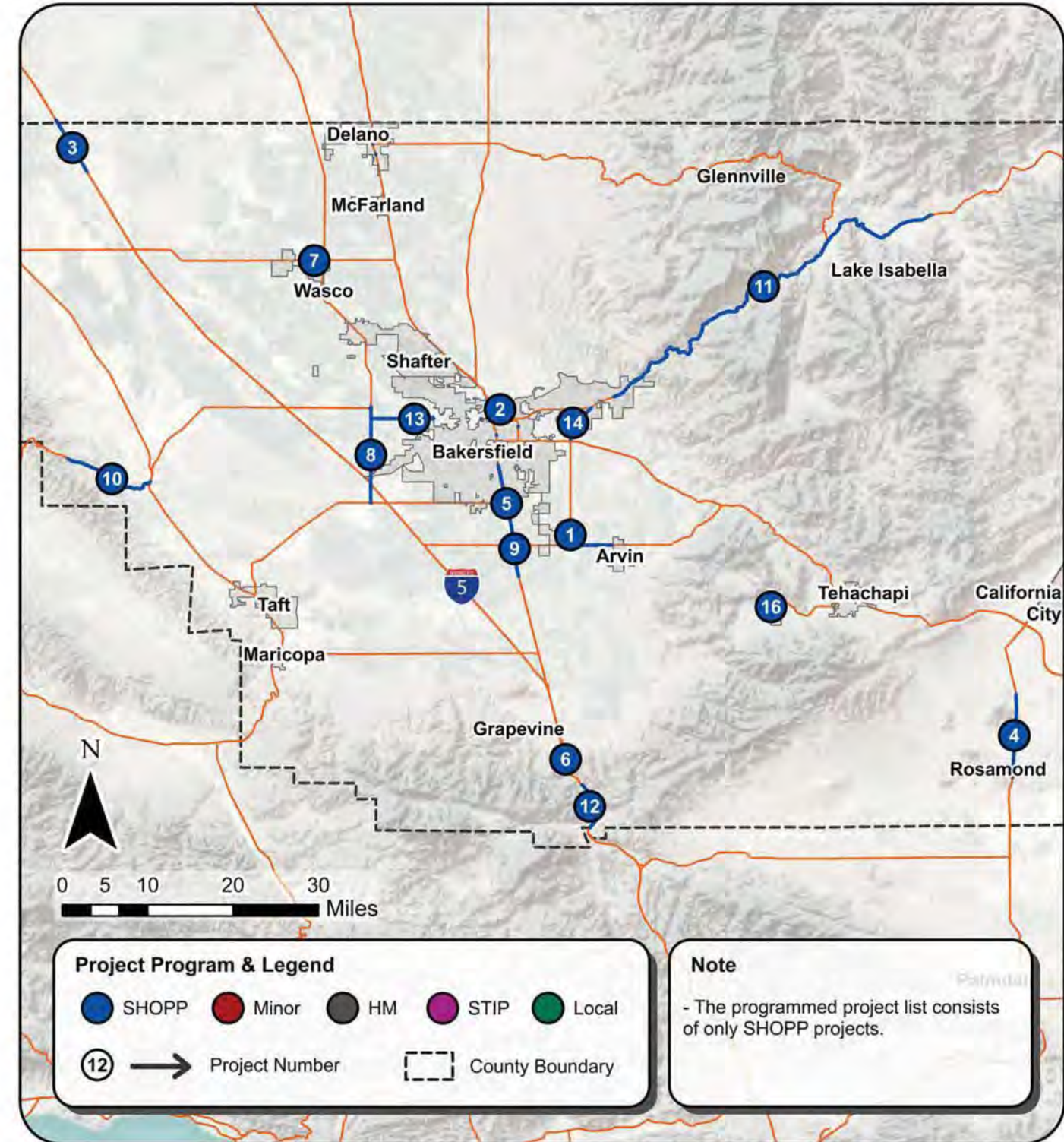




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
PROGRAMMED PROJECT LIST (YEARS 1-5) - PART I**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
PROGRAMMED PROJECT LIST (YEARS 1-5)								
1	0V280	6	184	L0.9 / L1.1	Kern 184/Sunset Roundabout / Intersection Improvements	CON	\$9,050	2019/20
2	0U490	6	204	5.1 / 6.7	Golden Empire CAPM / Pavement Preservation (CAPM)	Closeout	\$5,105	2019/20
3	0U470	6	5	82 / 87	Lost Hills Rehab / Pavement Rehabilitation (2R)	CON	\$29,330	2019/20
4	36740	9	14	R4.7 / R12.6	Rosamond-Mojave Rehab / 2R	CON	\$73,615	2019/20
5	0U240	6	99	VAR / VAR	Various locations in Kern and Kings Counties	CON	\$10,802	2019/20
6	0W160	6	5	5.97 / 9.78	Grapevine Culvert Repair / Upgrade Drainage Systems	CON	\$14,214	2019/20
7	0U480	6	46	49 / 50.9	Wasco Route 46 CAPM / Pavement Preservation (CAPM)	Closeout	\$7,610	2019/20
8	0U100	6	43	0 / 9.3	Enos Lane CAPM & ADA Curb Ramps / Pavement Preservation (CAPM)	CON	\$14,339	2019/20
9	0Q920	6	99	10.4 / 21.2	Union Ave to White Lane 2R Rehab / Pavement Rehabilitation and Improve Vertical Clearance	CON	\$66,740	2019/20
10	0X350	6	58	6.00 / 15.40	Reward CAPM / Pavement Preservation (CAPM)	DES / ROW	\$15,970	2020/21
11	0X520	6	178	VAR / VAR	Weedpatch to Lake Isabella Rumble Strips / Construct Centerline and Shoulder Rumble Strips	CON	\$6,513	2020/21
12	1A600	6	5	R0.0 / 5.0	Kern 5 Emergency Pavement Repairs / Repair Damaged Pavement	CON	\$1,638	2020/21
13	0U110	6	58	39.9 / 46	West Rosedale CAPM / Pavement Preservation (CAPM)	ENV	\$12,400	2020/21
14	0U430	6	184	8.3 / 12.13	Morning Drive 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$12,140	2020/21
15	0X770	6	43	25.2 / 25.4	Wasco SR43/46 Intersection Improvements / Intersection Improvements	ENV	\$10,100	2021/22
16	36750	9	202	0.25 / 0.25	Tehachapi Maintenance Station Relocation / Construct New Maintenance Station	DES / ROW	\$16,783	2021/22

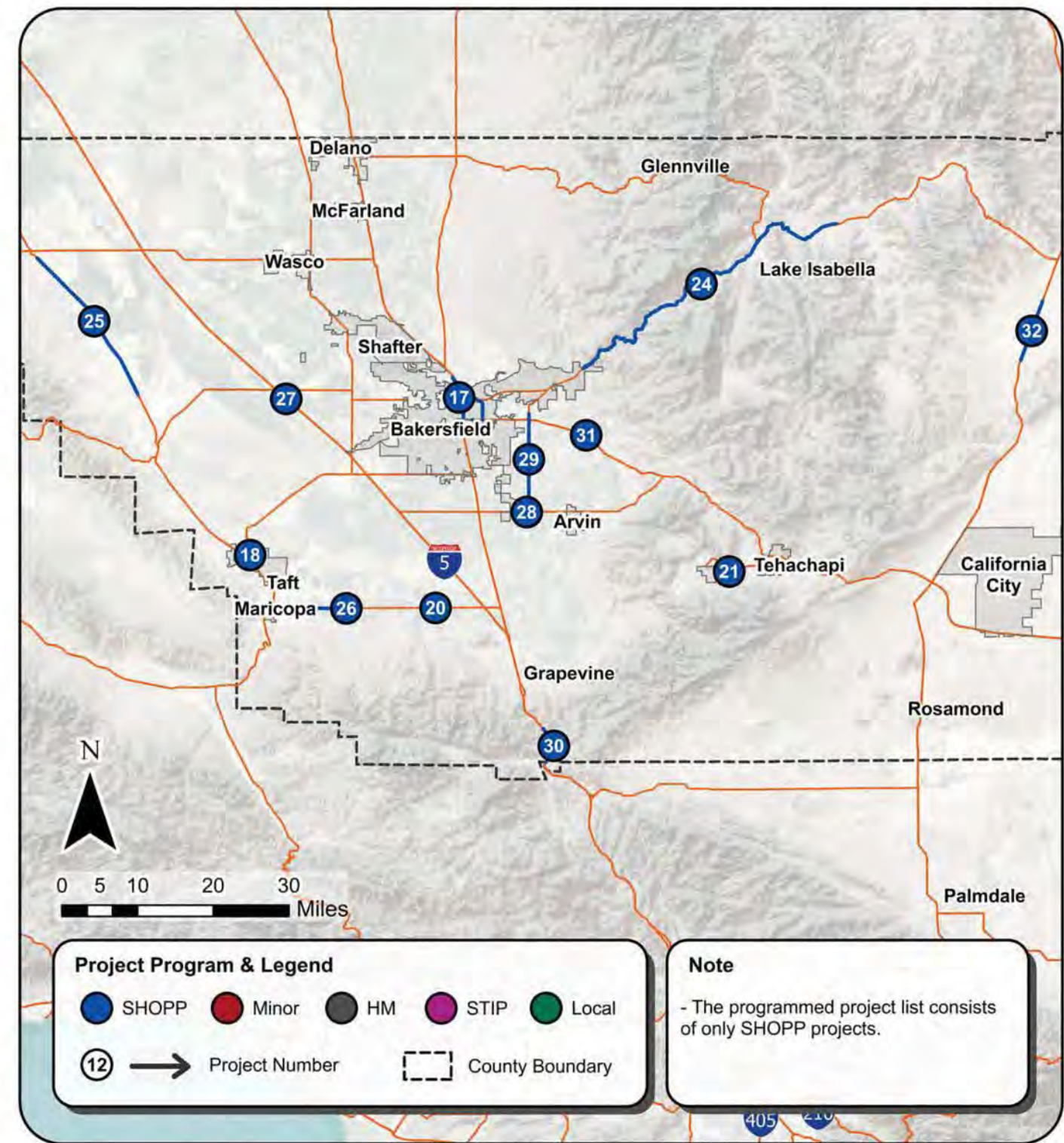




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
PROGRAMMED PROJECT LIST (YEARS 1-5) - PART II**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
PROGRAMMED PROJECT LIST (YEARS 1-5)								
17	0Q281	6	99	23.6 / R28.4	Bakersfield 99 Rehab Replacement Planting / Replacement Planting	ENV	\$10,340	2021/22
18	0X760	6	119	0.14 / 0.54	Taft Left Turn Channelization / Left-Turn Channelization	ENV	\$5,221	2021/22
19	0T000	6	58	R53.2 / R55.6	KER 58 ADA / Upgrade Curb Ramps	DES / ROW	\$4,620	2021/22
20	0S050	6	166	17.3 / 17.7	Calif Aqueduct Bridge Rehab / Bridge Rehabilitation/Seismic Retrofit	ENV	\$44,045	2021/22
21	36720	9	202	r4.89 / R4.89	Cummings Valley Rd Int / Construct Left Turn Lane	DES / ROW	\$5,044	2021/22
22	0W150	6	204	0.00 / 6.752	SR 204 within City of Bakersfield and TUL SR 65 in Exeter at various locations	DES	\$10,728	2021/22
23	0W990	6	204	2.805 / 2.805	Union Avenue High Intensity Activated Crosswalk / Install Hybrid Pedestrian Beacon (Hawk)	DES / ROW	\$4,275	2021/22
24	0X080	6	178	8.0 / 50.0	Kern Canyon Culvert Rehab / Repair and Replace Culverts	DES / ROW	\$13,000	2021/22
25	0Y130	6	33	40.40 / 59.00	Blackwell's Corner CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$22,570	2022/23
26	0X380	6	166	0.00 / 9.00	Maricopa Highway CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$14,540	2022/23
27	1A690	6	5	47.55 / 52.15	Buttonwillow Median Barrier / Construct Median Barrier	ENV	\$5,720	2022/23
28	0R190	6	223	15.7 / 16.3	Arvin SR 223/184 Roundabout / Intersection Improvement	DES / ROW	\$3,700	2022/23
29	0U290	6	184	0.8 / 8.3	Weedpatch Hwy 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$33,055	2022/23
30	0X330	6	5	0.0 / 4.40	Fort Tejon 2R Rehab / Pavement Rehabilitation (2R)	ENV	\$31,350	2022/23
31	0X160	6	58	64.40 / 67.30	Edison 2R Rehab / Pavement Rehabilitation (2R)	ENV	\$14,270	2022/23
32	37890	9	14	46.2 / 52.8	Freeman 3 CAPM / Pavement Repair (CAPM)	ENV	\$8,707	2022/23

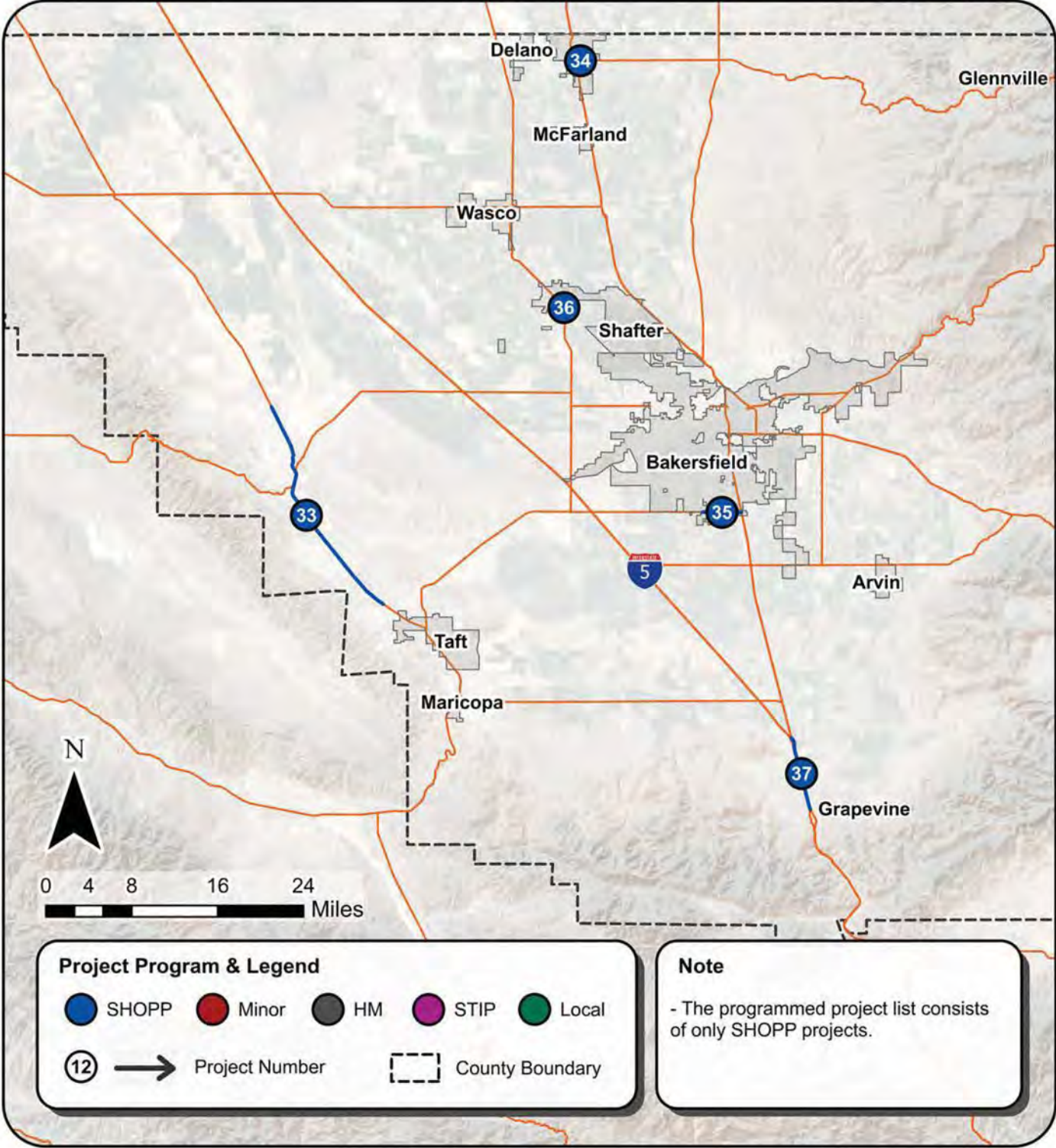




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
PROGRAMMED PROJECT LIST (YEARS 1-5) - PART III**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
PROGRAMMED PROJECT LIST (YEARS 1-5)								
33	0X240	6	33	21.8 / 39.8	KER 33 Culvert Rehab / Repair & Replace Culverts.	ENV	\$11,430	2023/24
34	0W810	6	155	0.00 / 1.50	Delano SR-155 Rehab (3R) / Roadway Rehabilitation (3R)	ENV	\$16,740	2023/24
35	0V610	6	119	28.3 / 31.28	Pumpkin Center 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$57,300	2023/24
36	1A470	6	43	15.8 / 15.8	Santa Fe Roundabout / Construct Roundabout	ENV	\$13,617	2023/24
37	0U500	6	5	10.20 / 15.90	Wheeler Ridge CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$22,350	2023/24

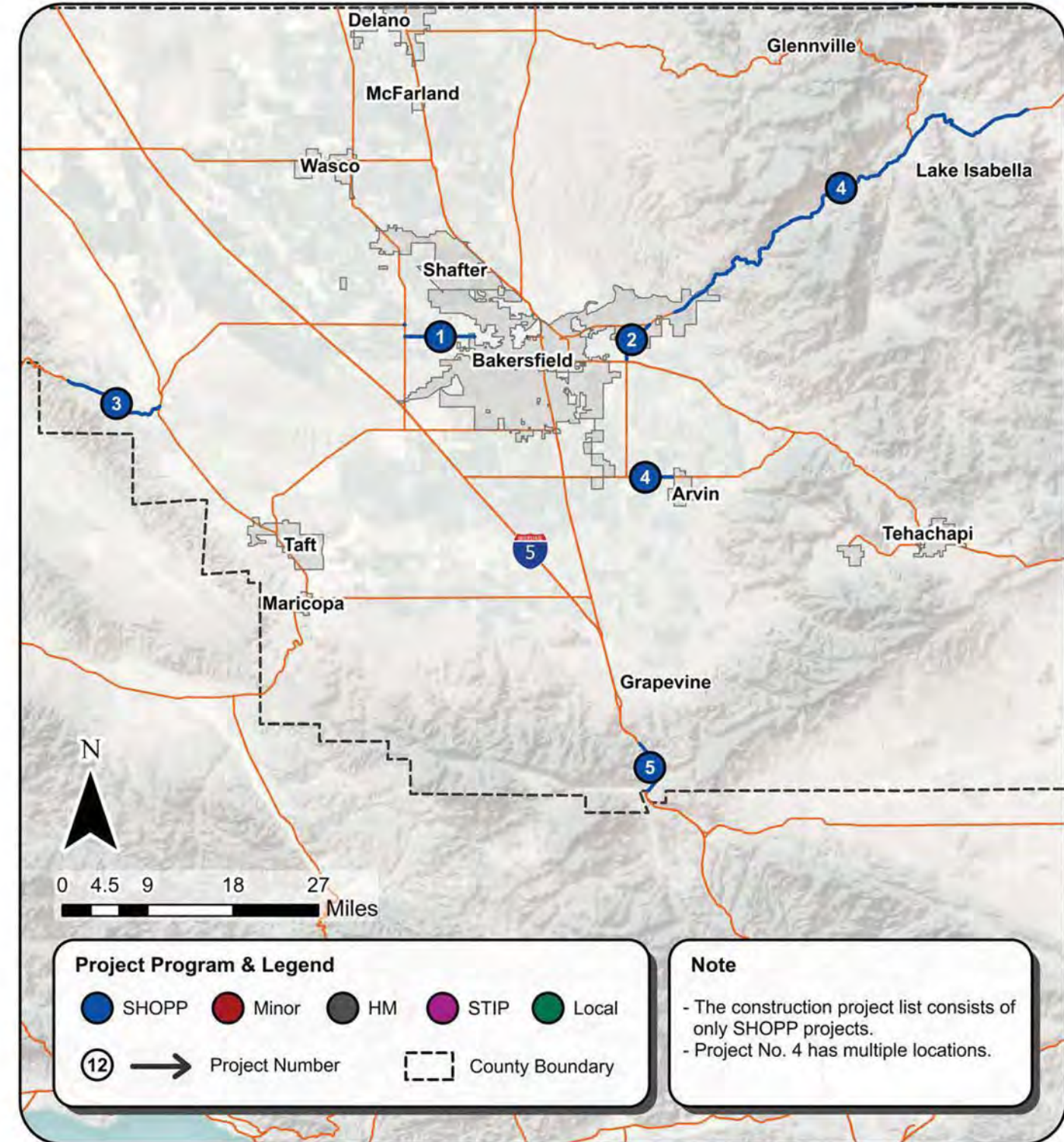




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
CONSTRUCTION READY PROJECT LIST**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
CONSTRUCTION READY PROJECT LIST (READY TO LIST ACHIEVED)								
1	0U110	6	58	39.9 / 46	West Rosedale CAPM / Pavement Preservation (CAPM)	CON	\$12,400	2020/21
2	0U430	6	184	8.3 / 12.13	Morning Drive 3R Rehab / Roadway Rehabilitation (3R)	DES	\$12,140	2020/21
3	0X350	6	58	6.00 / 15.40	Reward CAPM / Pavement Preservation (CAPM)	DES	\$15,970	2020/21
4	0X520	6	178	VAR / VAR	Weedpatch to Lake Isabella Rumble Strips / Construct Centerline and Shoulder Rumble Strips	CON	\$6,513	2020/21
5	1A600	6	5	R0.0 / 5.0	Kern 5 Emergency Pavement Repairs / Repair Damaged Pavement	CON	\$1,638	2020/21

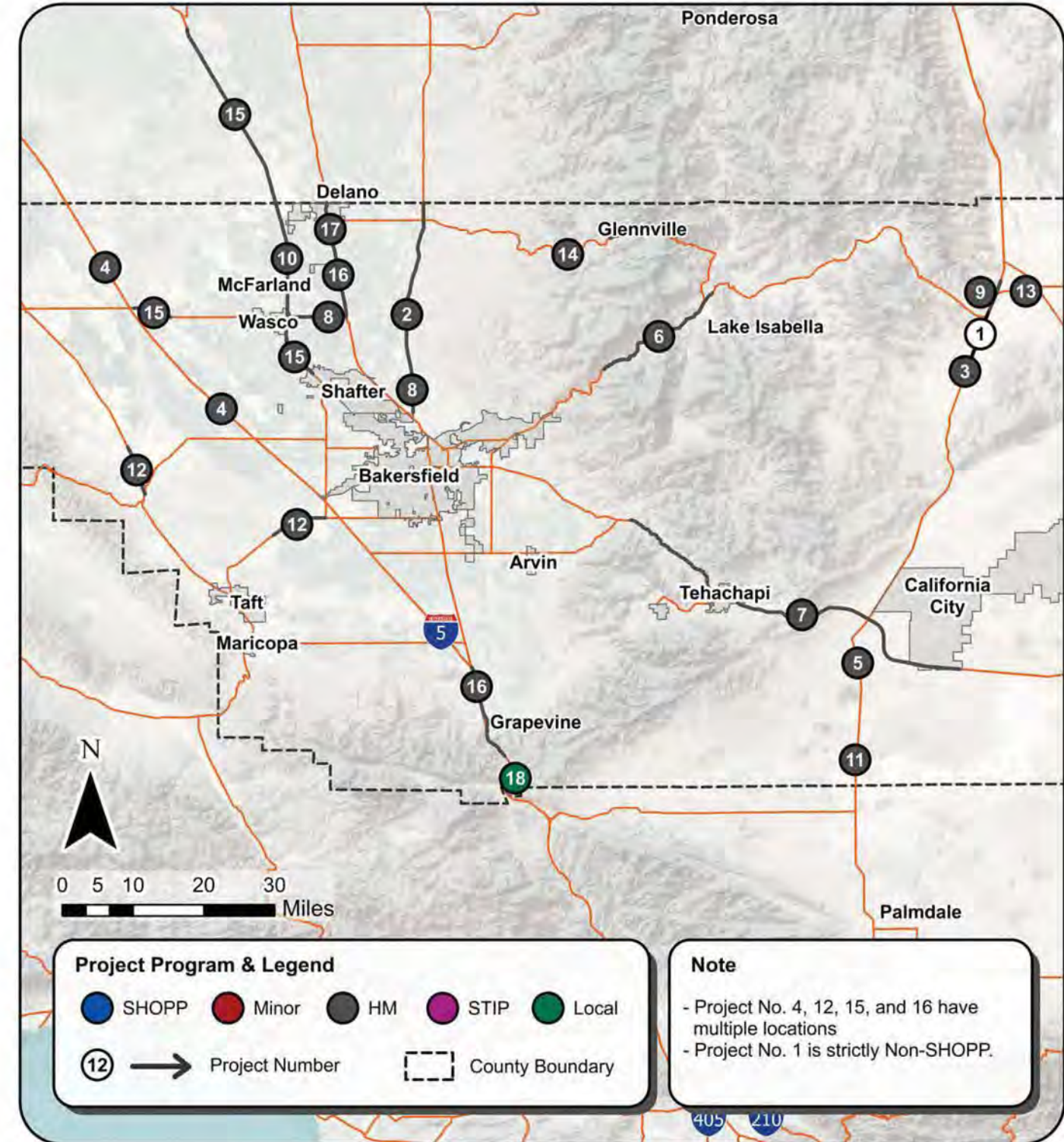




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
NON-SHOPP PROGRAM PROJECT LIST - PART I**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
NON-SHOPP PROJECT LIST								
1	45712	6	14	53/58.3	Freeman Gulch Widening-Segment 2 / Convert Existing 2-Lane to 4-Lane Expressway	DES / ROW	\$85,530	2022/23
2	1B080	6	65	1.0 / 25.169	Striping / 6 inch Stripe	CON	\$2,570	2020/21
3	38570	9	14	52.8 / 58.3	Pavement Preservation / AR Chip Seal - SB1	CON	\$916	2020/21
4	1A930	6	5	77.0 / 82.6	Rigid Roadbeds / PCC Slab Replacement	CON	\$1,075	2020/21
5	38590	9	14	R12.3 / R15.3	Pavement Preservation / Digouts	CON	\$1,761	2020/21
6	0Y110	6	178	24.6 / R44.191	Pavement Preservation / PME Medium Chip Seal	CON	\$2,525	2020/21
7	38580	9	58	77.252 / R125.3	Pavement Preservation / Digouts	CON	\$1,100	2020/21
8	1A950	6	46	51.2 / 57.785	Pavement Preservation / Remove and Replace RHMA Type G	CON	\$4,300	2020/21
9	38800	9	14	58.3 / 62.2	Slopes/Vegetation / Slope Repair	CON	\$40	2020/21
10	1A890	6	43	25.2 / 38.807	Pavement Preservation / RHMA Type G with Digouts	CON	\$5,425	2020/21
11	38660	9	14	R3.0 / R3.0	Landscaping / Irrigation Repair	CON	\$32	2020/21
12	1B000	6	33	34.2 / 40.0	Pavement Preservation / PME Medium Chip Seal	CON	\$2,425	2020/21
13	38130	9	178	91.88 / 91.88	Maintenance Facilities / Pave portion of yard	CON	\$215	2020/21
14	1B020	6	155	35.5 / 37.5	Pavement Preservation / 0.15 HMA Type a w/ Digouts	CON	\$2,650	2020/21
15	1A990	6	43	17.3 / R24.0	Pavement Preservation / PME Med Chip Seal	CON	\$3,400	2020/21
16	1A900	6	5	4.4 / R15.8R	Rigid Roadbeds / PCC Slab Replacement	CON	\$2,950	2020/21
17	1C002	6	99	54.5 / 54.5	Maintenance Facilities / Slurry Seal Delano MF	CON	\$224	2020/21
18	0Y550	6	5	0.8/2	Lebec Mountain Village Roundabout / Construct Roundabout at Ramp Intersections	ENV	\$402	2023/24

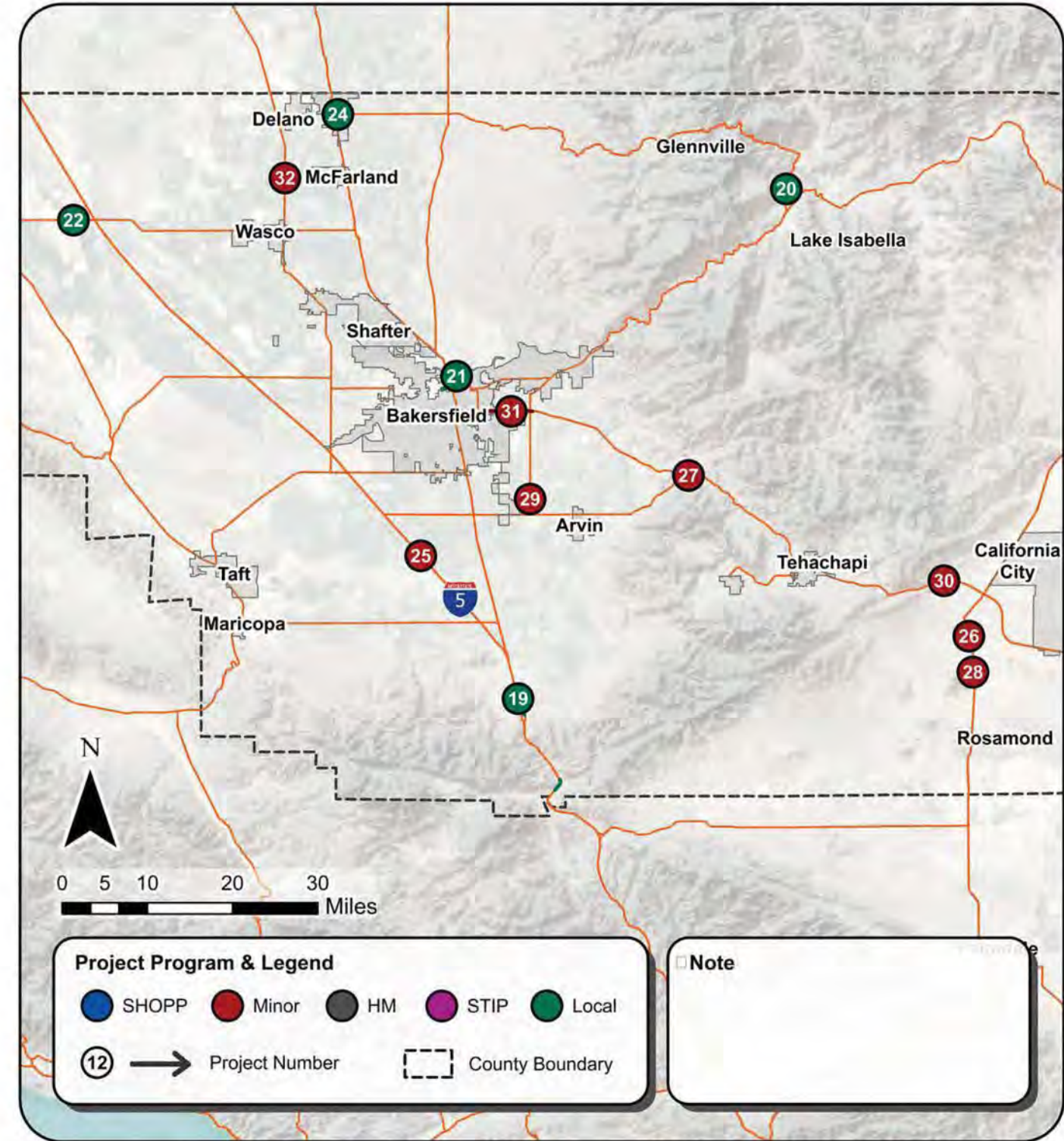




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
NON-SHOPP PROGRAM PROJECT LIST - PART II**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
NON-SHOPP PROJECT LIST								
19	0R100	6	5	9.5/12	Grapevine Interchange / Relocate Interchange	ENV	\$1,200	2025/26
20	0V770	6	155	68.2/R68.6	Usace Lake Isabella Oversight Projects / Realign Roadway	CON	\$419	Future
21	48450	6	204	5.9/6.8	Hageman Flyover / Extension and Connection to RTE 204	DES / ROW	\$5,658	2021/22
22	1A220	6	46	30.5/30.5	Lost Hills Pedestrian OC / Construct Pedestrian Overcrossing	DES	\$1,300	2020/21
23	48451	6	99	27.3/27.3	Hageman Flyover - Pedestrian Overcrossing / Pedestrian Overcrossing	DES	\$0	2021/22
24	1A500	6	155	0.47/0.47	SR-155/Lexington Intersection Improvement / Intersection Improvement	ENV	\$498	2021/22
25	0T030	6	5	28.17 / 28.17	Mobility - TMS / In Kern, Kings and Fresno Counties, on Route 5 at various locations. Install Vehicle Detection Systems (VDS).	CON	\$3,762	2020/21
26	37710	9	14	R15.5 / R15.5	Mojave Special Crews Building Remodel / Remodel Maintenance Station	CON	\$2,273	2020/21
27	1A330	6	58	76.1 / 76.6	KER 58 Eastern Kern Lane Replacement / Remove and Replace #2 Lane	ENV	\$1,900	2021/22
28	37730	9	14	L16.6 / L16.6	Mojave HMS Phase III / Construct Phase Three of Maintenance Station	CON	\$2,273	2020/21
29	0V290	6	184	1.5 / 1.5	Safety Improvements / In Kern County, in Lamont at Hall Road. Modify traffic signal.	DES	\$327	2021/22
30	38180	9	58	R107.0 / R107.0	Ca 58 CMS Maintenance Pull Out / Construct Pull Out	CON	\$382	2020/21
31	0Y940	6	58	R55.47 / R59.67	Pavement / In Kern County, in Bakersfield on Route 58 at various ramps/locations. Remove and replace pavement.	DES	\$400	2021/22
32	0N590	6	43	30.4 / 30.4	Safety - Collision Reduction / In Kern County, at Sherwood Avenue. Extend culvert.	DES	\$250	2021/22

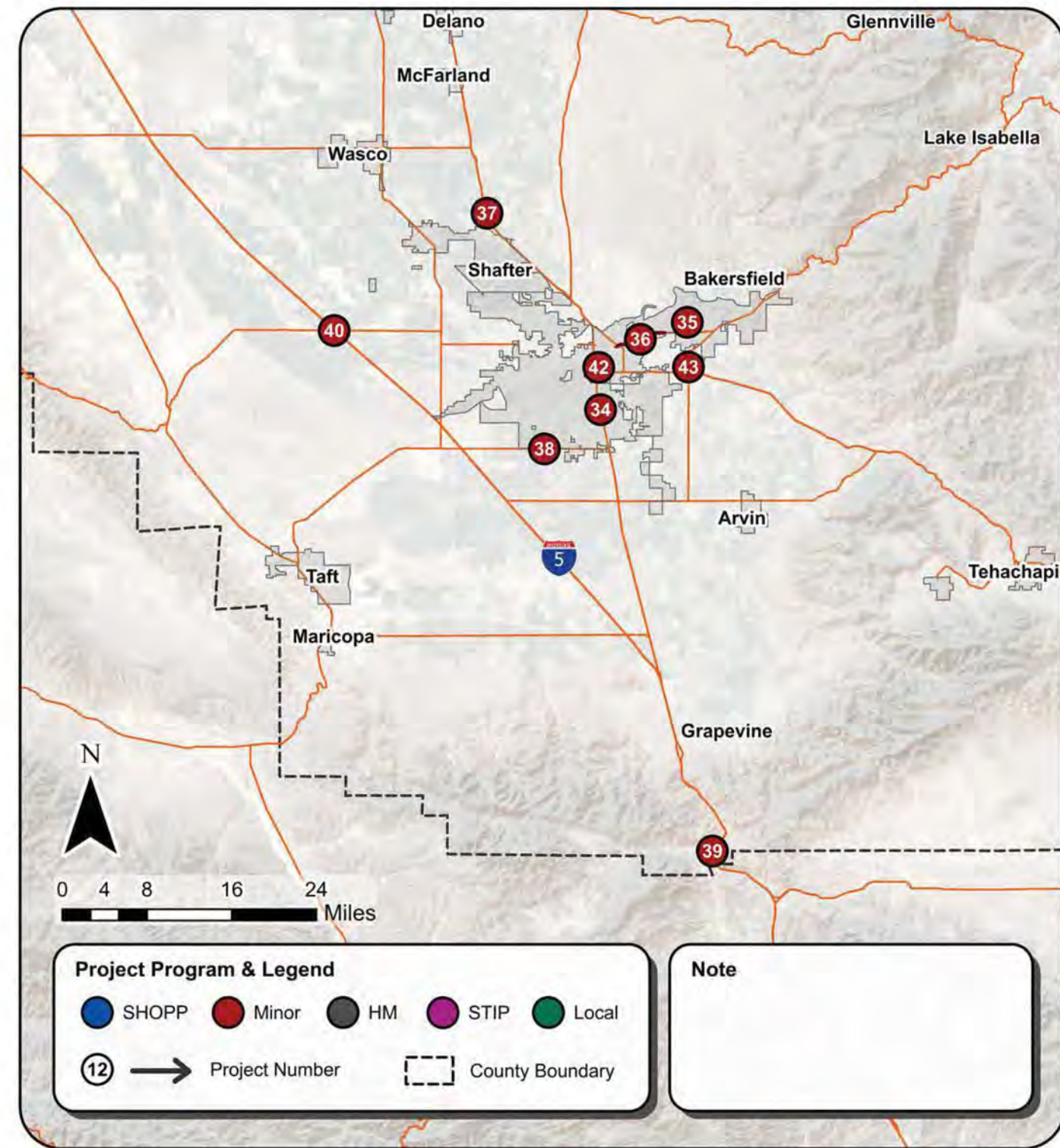




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
NON-SHOPP PROGRAM PROJECT LIST - PART III**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
NON-SHOPP PROJECT LIST								
33	0S790	6	178	R4.5 / R4.5	Pavement / In Kern County, in Bakersfield at the Mount Vernon Avenue westbound onramp. Remove and replace pavement.	DES	\$384	2021/22
34	1A150	6	99	20.6 / 20.6	Major Damage - Protective Betterments / In Kern County, in Bakersfield at Pacheco Road. Upgrade fence.	DES	\$163	2021/22
35	1A130	6	178	R4.6 / R5.2	Major Damage - Protective Betterments / In Kern County, in the city of Bakersfield at various locations. Construct fence.	DES	\$195	2021/22
36	0Y950	6	178	R1.89 / R5.78	Pavement / In Kern County, in Bakersfield on Route 178 at various ramps/locations. Remove and replace pavement.	DES	\$415	2021/22
37	0V130	6	99	R39.1 / R39.1	Pavement / In Kern County, near Bakersfield on Route 99 at Merced Avenue offramp. Remove asphalt pavement and replace with concrete pavement.	DES	\$600	2021/22
38	0X920	6	119	26.1 / 26.4	Safety Improvements / In Kern County, at Old River Road. Install safety lighting.	DES	\$205	2021/22
39	1B160	6	5	R0.0 / R0.0	Mobility - Operational Improvements / In Fresno, Kern, Kings, Madera and Tulare counties on various routes at various locations. Repair and replace detection loops	DES	\$325	2021/22
40	1C240	6	58	31.44 / 31.75	Pavement / In Kern County from 0.01 miles west of Route 5 SB offramp to Tracy Avenue (East). Remove and replace pavement and loops.	CON	\$385	2020/21
41	1A420	6	178	R4.6 / R4.6	Major Damage - Protective Betterments /	CON	\$134	2020/21
42	0X540	6	178	R2.26 / R2.26	Safety Improvements / In Kings County, at Pickerell Avenue. Install flashing beacon.	DES	\$205	2020/21
43	1A860	6	184	8.35 / 8.35	Pavement / In Kern County, near Bakersfield at Edison Road. Remove and replace pavement.	DES	\$410	2020/21

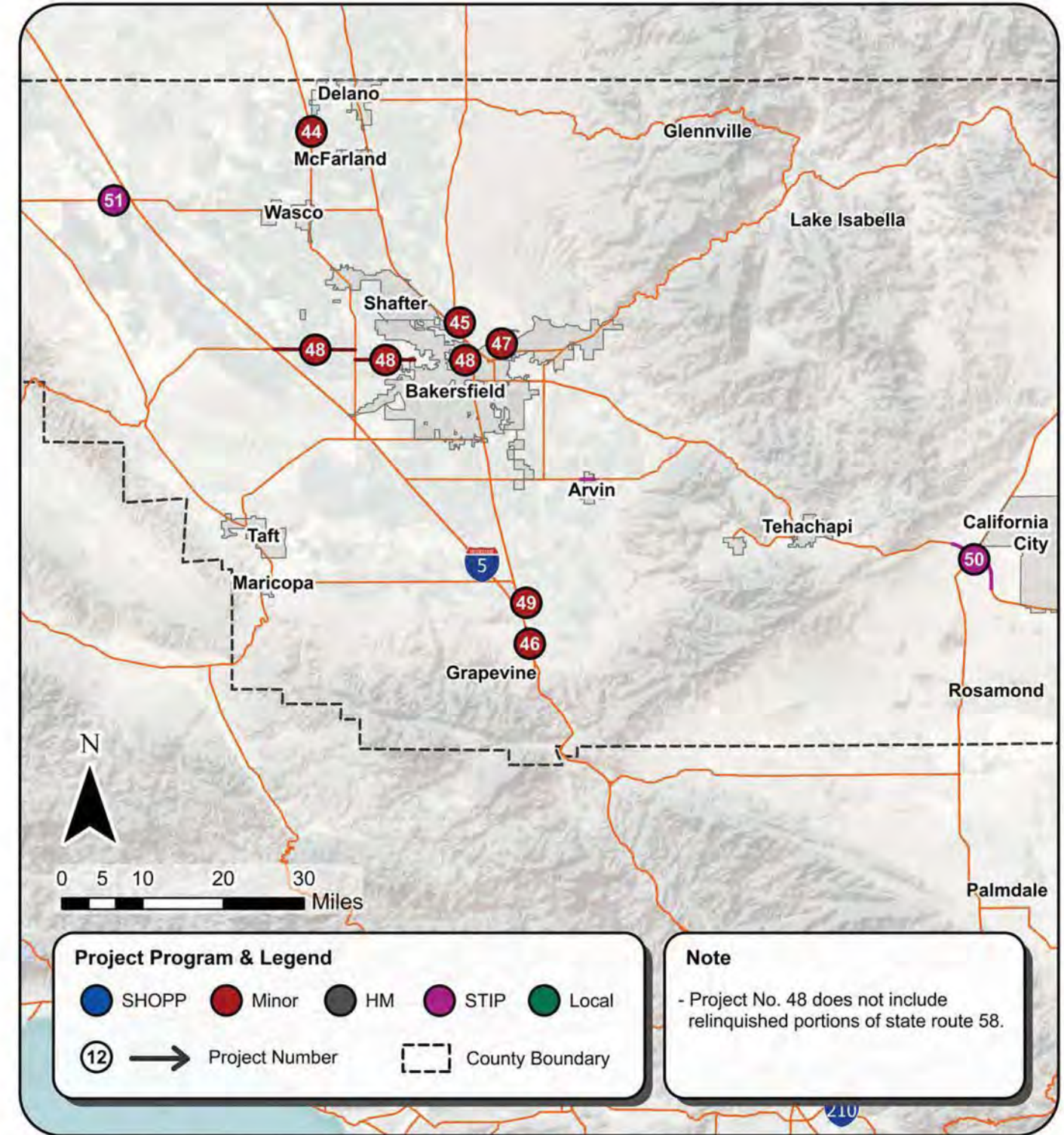




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
NON-SHOPP PROGRAM PROJECT LIST - PART IV**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
NON-SHOPP PROJECT LIST								
44	0Y340	6	43	33.2 / 33.5	Safety Improvements / In Kern County, at Pond Road. Install flashing beacon.	DES	\$173	2020/21
45	1A550	6	99	26.7 / 26.7	Bridge - Health / In Kern County, on Route 99 at the Calloway Canal Bridge and on Route 119 at the Weed Creek and Broad Creek Bridges. Repair bridges.	DES	\$555	2021/22
46	1C030	6	5	11.7 / 12.39	Mobility - WIM Scales & CVEFs / In Kern County from the Grapevine Commercial Vehicle Enforcement Facility to 2.6 miles south of the Route 99 junction. Replace weigh station message sign.	DES	\$500	2021/22
47	0Y780	6	99	26.502 / 26.502	Facilities / In Bakersfield, at the old California Highway Patrol (CHP) facility at 4040 Buck Owens Boulevard. Acquire facility to maintain Transportation Management Center (TMC) functions.	DES	\$106	2021/22
48	1B150	6	58	31.6 / 51.8	Kern Freeway Signs / Upgrade and Install Freeway Signs	CON	\$460	2020/21
49	1C330	6	5	13.54 / 13.8	Pavement / In Kern County at the NB off ramp to Wheeler Ridge. Remove and Replace HMA	DES	\$325	2021/22
50	44255	6	46	29.7/31.9	Route 46 Conv/Exwy Segment 4B / 2-Lane Conventional Highway to 4-Lane Expressway Segment 4B	CON	\$40,503	2020/21
51	24340	6	58	173.3/189.9	Mojave Bypass Closeout / Bypass	Closeout	\$87,010	Future

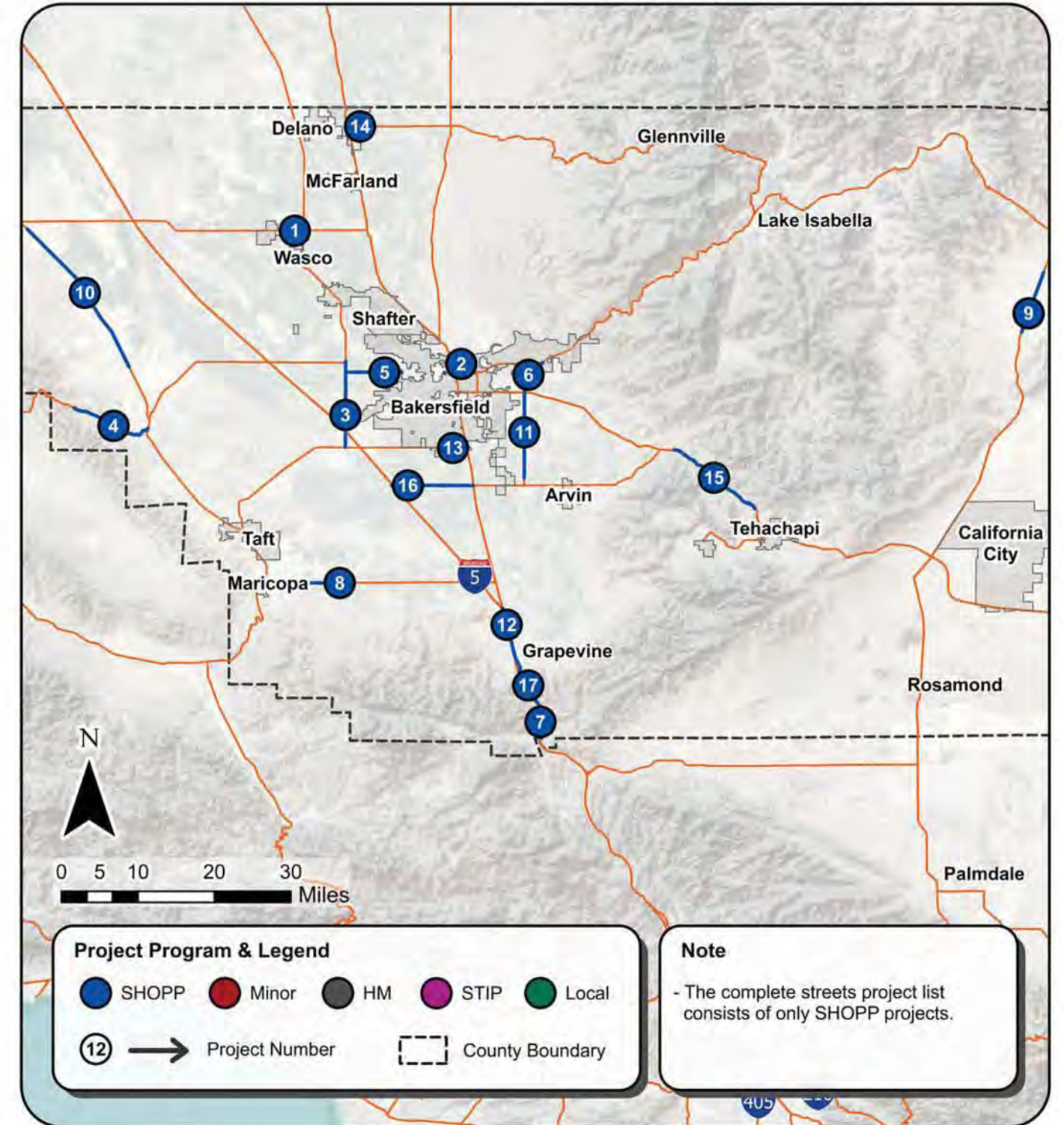




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
COMPLETE STREETS PROJECT LIST - PART I**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
COMPLETE STREETS PROJECT LIST								
1	0U480	6	46	49 / 50.9	Wasco Route 46 CAPM / Pavement Preservation (CAPM)	Closeout	\$7,610	2019/20
2	0U490	6	204	5.1 / 6.7	Golden Empire CAPM / Pavement Preservation (CAPM)	Closeout	\$5,105	2019/20
3	0U100	6	43	0 / 9.3	Enos Lane CAPM & ADA Curb Ramps / Pavement Preservation (CAPM)	CON	\$14,339	2019/20
4	0X350	6	58	6.00 / 15.40	Reward CAPM / Pavement Preservation (CAPM)	DES / ROW	\$15,970	2020/21
5	0U110	6	58	39.9 / 46	West Rosedale CAPM / Pavement Preservation (CAPM)	Closeout	\$12,400	2020/21
6	0U430	6	184	8.3 / 12.13	Morning Drive 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$12,140	2020/21
7	0X330	6	5	0.0 / 4.40	Fort Tejon 2R Rehab / Pavement Rehabilitation (2R)	ENV	\$31,350	2022/23
8	0X380	6	166	0.00 / 9.00	Maricopa Highway CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$14,540	2022/23
9	37890	9	14	46.2 / 52.8	Freeman 3 CAPM / Pavement Repair (CAPM)	ENV	\$8,707	2022/23
10	0Y130	6	33	40.40 / 59.00	Blackwell's Corner CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$22,570	2022/23
11	0U290	6	184	0.8 / 8.3	Weedpatch Hwy 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$33,055	2022/23
12	0U500	6	5	10.20 / 15.90	Wheeler Ridge CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$22,350	2023/24
13	0V610	6	119	28.3 / 31.28	Pumpkin Center 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$57,300	2023/24
14	0W810	6	155	0.00 / 1.50	Delano SR-155 Rehab (3R) / Roadway Rehabilitation (3R)	ENV	\$16,740	2023/24
15	37920	9	58	77.252 / 88.34	Keene Pavement / Pavement Repair CAPM/Rehab	ENV	\$165,515	2024/25
16	1C060	6	223	1.85 / 10.5	Kern 223 Rehab / Remove and Replace HMA (Full Depth Recycle)	ENV	\$9,877	2024/25
17	0W920	6	5	4.4 / 10.20	Grapevine Rehab / Pavement Rehabilitation (2R)	ENV	\$95,658	2024/25

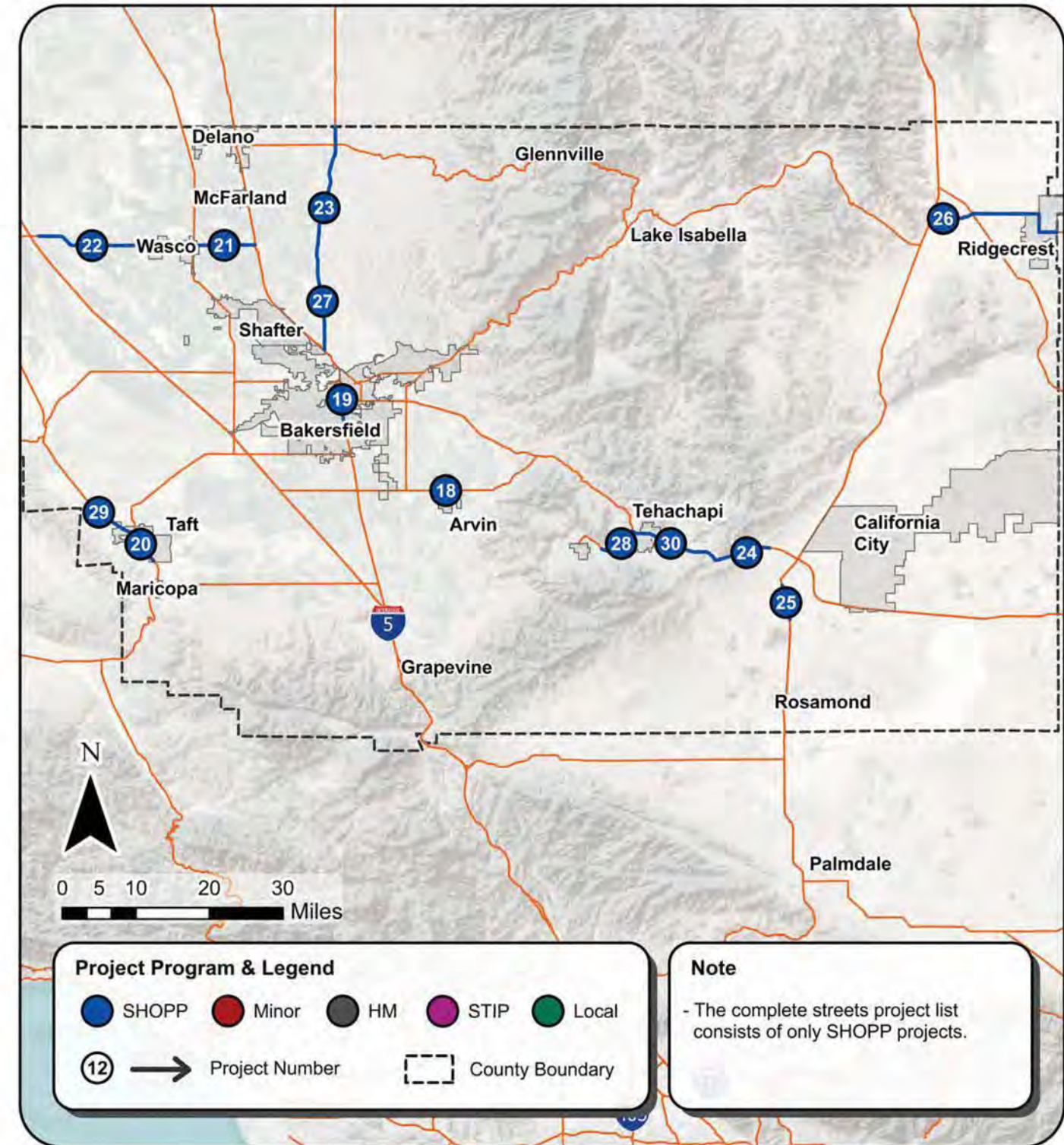




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
COMPLETE STREETS PROJECT LIST - PART II**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
COMPLETE STREETS PROJECT LIST								
18	0Y150	6	223	R20.1 / 21.3	Arvin CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$5,029	2024/25
19	0X370	6	99	21.15 / 24.60	Bakersfield 99 Rehab II (South) / Roadway Rehabilitation (3R)	ENV	\$68,290	2025/26
20	0W830	6	33	14.40 / 17.90	South Taft Rehab / Roadway Rehabilitation (3R)	ENV	\$26,704	2025/26
21	1A760	6	46	50.80 / 57.78	East Wasco CAPM / Rehabilitate Pavement	ENV	\$20,211	2025/26
22	1A680	6	46	33.50 / 46.00	Semitropic CAPM / Overlay RHMA, Upgrade Guardrail and Dikes	ENV	\$20,994	2025/26
23	19565	6	65	6.90 / 25.16	CAPM	Future	\$16,351	2026/27
24	38310	9	58	R99.8 / R107.7	Cache Creek Pavement / Restore Pavement and Drainage	ENV	\$39,623	2026/27
25	37520	9	14	R12.6 / 16.7	Mojave Pavement / Rehab/CAPM Pavement and Upgrade ADA	ENV	\$47,558	2026/27
26	38330	9	178	88.6 / 104.6	Ridgecrest/Inyokern Pavement / Restore Pavement, Fix Drainage and ADA	ENV	\$72,355	2027/28
27	19581	6	65	R0.0 / 6.9	CAPM	Future	\$13,058	2028/29
28	20430	9	202	R5.0 / 12.093	In Kern County in and near Tehachapi from the beginning of the route to route 58	Future	\$9,387	2028/29
29	19564	6	33	17.9 / 24.0	CAPM	Future	\$7,991	2028/29
30	37510	9	58	R90.5 / R100.0	In Kern county at Tehachapi from Exit 148 to 0.04 miles south of Cache Creek Overflow #2 bridge.	Future	\$41,208	2028/29





February 5, 2021

TO: Regional Project Delivery Partners

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

Joseph Stramaglia,
Project Delivery Team Lead

SUBJECT: **SAVE THE DATE - 2022 RTIP KCOG WORKSHOPS**

Please make a note of the dates and time listed below for the Kern COG 2022 RTIP Workshops. Reminder e-mail messages, workshop flyers, and agenda packages will be sent out as each date approaches. Dates will be included in updated TTAC and Board agenda reports.

- Wednesday **May 19, 2021** – 10:00 AM to 11:00 AM – teleconference
- Wednesday **July 21, 2021** – 10:00 AM to 11:00 AM – teleconference
- Wednesday **September 22, 2021** – 10:00 AM to 11:00 AM – teleconference

Topics for presentations and discussions will include but are not limited to the following items:

May Workshop

- STIP 101, latest guidelines and KCOG policy
- Current funding needs of projects in the STIP and those that were delayed
- Status of partnership projects in Eastern Kern MOU with Inyo, Mono & Caltrans
- Discussion on need for future call for projects

July Workshop

- Update on funding needs of projects in the STIP and those that were delayed
- Eastern Kern MOU response from Caltrans on 40% participation
- Advancing newer projects of interest and partnership
- Options for administrative draft 2022 RTIP Capital Improvement Program

September Workshop

- Review and discuss proposed administrative draft 2022 RTIP Capital Improvement Program

**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.

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.

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] DEC 15 2014
Ahron Hakimi, Executive Director Date

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

Inyo County Local Transportation Commission

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

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

Mono County Local Transportation Commission

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

[Signature] 11/13/14
Marshall Rudolph, County Counsel 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.06)

[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- 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.

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 Newitt 1-7-99
Jeff Newitt Date
Executive Director

Mono County Local Transportation Commission

Joann Ronci 1-7-99
Joann Ronci Date
Chairman

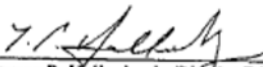
Marshall Rudolph 1/7/99
Marshall Rudolph Date
County Counsel

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:

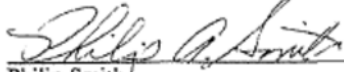
40% by the County RIP in which the PROJECT is located
40% by the State IIP
10% each by the two remaining County's RIPs

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

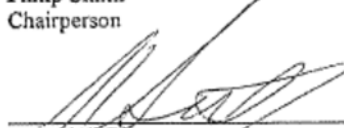
Attachment A

Kern Council of Governments:

Approved as to form:

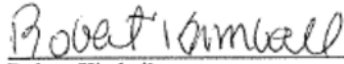

Philip Smith
Chairperson

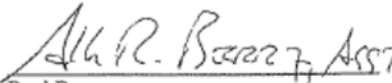

Kirk Perkins
Deputy County Counsel


Ronald E. Brummett
Executive Director

Inyo County Local Transportation Commission

Approved as to form:

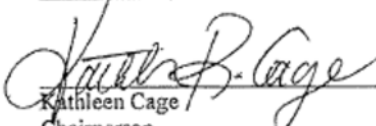

Robert Kimball
Chairman

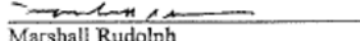

Paul Bruce
County Counsel


Jeffrey Jewett
Executive Director

Mono County Local Transportation Commission

Approved as to form:

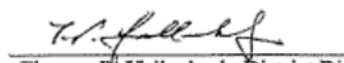

Kathleen Cage
Chairperson

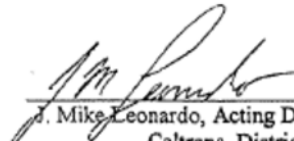

Marshall Rudolph
County Counsel


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	\$44,866	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	\$24,731	\$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	\$125	\$510	\$125	\$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.

CURRENT BASELINE 60/40 UPDATE PAGE 1 OF 3

DRAFT Regional Improvement Program 60/40 Formula Apportionment
(Programming After 2018 RTIP)

Project Description	Balance	Non - 60/40	Metro	%	Non-Metro	%
1998 RTIP Augmentation	\$6,177,000		\$3,706,200	60%	\$2,470,800	40%
Cecil Ave; Albany St-Browning Rd	\$5,846,000				\$531,000	
7th Standard; Rte 99-Santa Fe Exp.	\$5,070,000				\$576,000	
Wheeler Ridge Rd; Le Gray Rd-Rte 223	\$3,970,000				\$1,100,000	
Rte 14; old Rte 58-Phillips Rd	\$3,550,000				\$420,000	
Rte 46; SLO Co. line-Keck's Corner **	\$3,185,000				\$365,000	
Rte 46; Wasco Rte 43 N.-Jumper Ave	\$2,185,000				\$1,000,000	
Rte 58; in Tehachapi at Dennison Rd	\$1,885,000				\$500,000	
Rte 119; in Taft, Cherry-Tupman	\$868,000				\$817,000	
Rte 184; Rte 223-Panama Lane	\$254,000				\$614,000	
Rte 395; Inyo Co.-Olancho/Carugo	\$139,000				\$115,000	
1998 Balance	\$139,000^{ab}		\$0	0%	\$6,038,000	98%
2000 RTIP Committed Programming^{ac}	\$7,426,000		\$4,455,600	60%	\$2,970,400	40%
Rte 14; old Rte 58-Phillips Rd	\$2,000,000				\$5,426,000	
Rte 46; SLO Co. line-Keck's Corner **	\$1,000,000				\$1,000,000	
Rte 46; Keck's Road to I-5 **	\$0				\$1,000,000	
2000 Balance			\$0	0%	\$7,426,000	100%
2002 RTIP Committed Programming^{ac}	\$37,008,000		\$8,766,000	60%	\$5,844,000	40%
STIP PPM	\$36,510,000	\$498,000				
Westside Parkway ^{ad}	\$14,610,000	\$21,900,000				
Rte 14; near Rte 178	\$13,086,000				\$1,524,000	
Rte 46; Keck's Road to I-5 ^{ae}	\$8,831,000				\$4,455,000	
Rte 46; Rte43 N.-Jumper Ave	\$8,221,000				\$410,000	
Rte 58; in Tehachapi at Dennison Rd	\$7,186,000				\$1,035,000	
Rte 99; White Lane Soundwall	\$6,436,000		\$750,000			
Rte 119; in Taft, Cherry-Tupman	\$5,436,000				\$1,000,000	
Rte 184; Weedpatch Hwy	\$4,096,000				\$1,340,000	
Rte 395; China Lake Blvd to Rte178	\$3,298,000				\$800,000	
Rte 395; Mono Co. - Highpoint Curve	\$3,165,000				\$131,000	
Rte 395; I-15 to Rte 58	\$1,185,000				\$2,000,000	
West Ridgecrest Blvd	\$165,000				\$1,000,000	
7th Standard Road (East) - Wings Way	\$0		\$165,000			
2002 Balance			\$915,000	6%	\$13,695,000	94%
2004 RTIP Committed Programming^{ac}	\$72,132,000		\$24,643,800	60%	\$16,429,200	40%
STIP PPM	\$71,773,000	\$359,000				
Westside Parkway ^{af}	\$41,073,000	\$30,700,000				
Rte 14; old Rte 58-Phillips Rd	\$22,960,000				\$18,113,000	
Rte 46; SLO Co. line-Keck's Corner **	\$22,160,000				\$800,000	
Rte 46; Rte43 N.-Jumper Ave	\$21,500,000				\$860,000	
Rte 119; in Taft, Cherry-Tupman	\$21,000,000				\$500,000	
Rte 178; at Fairfax Rd	\$8,000,000		\$15,000,000			
7th Standard Road Interchange	\$3,500,000		\$2,500,000			
7th Standard Road (East) - Wings Way	\$1,000,000		\$2,500,000			
7th Standard Road (West) - Shafter	\$0				\$1,000,000	
2004 Balance			\$20,000,000	49%	\$21,073,000	51%

CURRENT BASELINE 60/40 UPDATE PAGE 2 OF 3

DRAFT Regional Improvement Program 60/40 Formula Apportionment
(Programming After 2018 RTIP)

Project Description	Balance	Non- 60/40	Metro	%	Non-Metro	%
2006 RTIP - Respreading Budget**	\$13,014,000		\$7,733,400	60%	\$5,155,600	40%
STIP PPM	\$12,889,000	\$125,000				
Rte 58; in Tehachapi at Dennison Rd	\$11,720,000				\$1,169,000	
Rte 395; China Lake Blvd to Rte178	\$11,280,000				\$440,000	
Rte 395; Inyo Co.-Indep. Mitigation	\$11,200,000				\$80,000	
7th Standard Road (West) - Shafter	\$0				\$11,200,000	
2006 Balance			\$0	0%	\$12,889,000	100%
2006 RTIP Augmentation	\$20,592,000		\$1,843,200	60%	\$1,228,800	40%
STIP PPM	\$19,772,000	\$820,000				
Westside Parkway**	\$3,072,000	\$16,700,000				
Rte 46; Keck's Road to Rte 33**	\$2,622,000				\$450,000	
Rte 395; Inyo Co.-Independence	\$687,000				\$1,935,000	
Rte 395; Inyo Co.-Olancha/Cartago	\$0				\$687,000	
2006 Augmentation Balance			\$0	0%	\$3,072,000	100%
2008 RTIP Committed Programming	\$164,761,000		\$81,756,800	60%	\$41,171,200	40%
STIP PPM	\$161,598,000	\$3,163,000				
Westside Parkway**	\$28,398,000	\$58,670,000	\$74,530,000			
Rte 46; SLO Co. line-Keck's Corner **	\$27,098,000				\$1,300,000	
Rte 46; Keck's Road to Rte 33**	\$0				\$27,098,000	
2008 Balance			\$74,530,000	72%	\$28,398,000	28%
2010 RTIP Committed Programming	\$54,477,000		\$31,620,000	60%	\$21,080,000	40%
STIP PPM	\$52,700,000	\$1,777,000				
Westside Parkway	\$2,700,000		\$50,000,000			
SR 99: South	\$0		\$2,700,000			
2010 Balance			\$52,700,000	100%	\$0	0%
2012 RTIP Committed Programming	\$16,318,000		\$9,232,800	60%	\$6,155,200	40%
STIP PPM	\$15,388,000	\$930,000				
Rte 14; near Rte 178	\$9,868,000				\$5,520,000	
Rte 395; Inyo Co. Olancha/Cartago	\$7,700,000				\$2,168,000	
West Ridgecrest Blvd	\$1,500,000				\$6,200,000	
Challenger Drive Ext.	\$0				\$1,500,000	
2012 Balance			\$0	0%	\$15,388,000	100%
2014 RTIP Committed Programming	\$5,803,000		\$3,123,000	60%	\$2,082,000	40%
STIP PPM	\$5,205,000	\$598,000				
Rte 119; Truck Climbing Lane	\$0				\$5,205,000	
2014 Balance			\$0	0%	\$5,205,000	100%
2016 RTIP Respreading Budget**	\$38,398,000		\$22,560,600	60%	\$15,040,400	40%
STIP PPM	\$37,601,000	\$797,000				
Rte 46; Lost Hill Rd to E of I-5; 4A**	\$33,501,000				\$4,100,000	
Rte 58; Westside Parkway Connector	\$500,000		\$33,001,000			
Rte 395; Inyo Co. Olancha/Cartago Arch.	\$0				\$500,000	
2016 Balance			\$33,001,000	87%	\$4,600,000	12%

CURRENT BASELINE 60/40 UPDATE PAGE 3 OF 3

DRAFT Regional Improvement Program 60/40 Formula Apportionment
(Programming After 2018 RTIP)

Project Description	Balance	Non- 60/40	Metro	%	Non-Metro	%
2018 RTIP Committed Programming	\$38,820,000		\$22,842,000	60%	\$15,228,000	40%
STIP PPM	\$38,070,000	\$750,000				
Rte 14 Freeman Gulch-Segment 2	\$36,110,000				\$1,960,000	
Rte 46; Brown Mat.-e/o Lost Hills Rd; 4B**	\$33,710,000				\$2,400,000	
Rte 58; WS Pkwy Conn Mainline Ph1	\$3,500,000		\$30,210,000			
Rte 132 Expressway, Phase 1	\$0				\$3,500,000	
2018 Balance			\$30,210,000	79%	\$7,860,000	21%
2020 RTIP Cycle	\$40,645,000		\$23,937,000	60%	\$15,958,000	40%
STIP PPM	\$39,895,000	\$750,000				
Rte 46; CA Aque. Br-e/o Lost Hills Rd; 4B**	\$36,295,000				\$3,600,000	
Rte 46; Brown Mat.-CA Aqueduct; 4C	\$9,295,000				\$27,000,000	
Rte 395; Inyo Co. Olancho/Carfago	\$0				\$9,295,000	
2020 Balance			\$0	0%	\$39,895,000	100%
End Balance**			\$211,356,000	56%	\$185,539,000	44%
			\$228,137,000	60%	\$150,758,000	40%
			-\$14,781,000		\$14,781,000	

Notes:

** As per \$45 million total commitment.

** Carryover included in the next RTIP fund estimate because no project was ready to utilize for any phase of development.

** The 2006 RTIP and 2016 RTIP do not offer any new programming dollars instead existing unallocated programming from previous RTIP cycles has been respread.

** \$145 million of 1998 RTIP funds were dedicated to the former Kern River Freeway in the Metro area at the beginning of SB45 and before the 60/40 policy adoption. The "End Balance" is calculated without the \$145 million.

** "End Balance" analysis consists of the sum of committed programming. Kern COG staff was careful not to double count any commitments. Please bring any corrections to the attention of Kern COG staff.

Table 2 - Summary of Targets and Shares
(\$ in thousands)

County	2022 STIP Programming	
	Total Target	Maximum
	Share through 2026-27	Estimated Share through 2027-28
Alameda	19,818	29,617
Alpine	0	213
Amador	6,341	7,006
Butte	10,444	12,402
Calaveras	2,117	2,912
Colusa	4,347	4,873
Contra Costa	59,487	66,211
Del Norte	0	0
El Dorado LTC	5,010	6,371
Fresno	20,743	28,157
Glenn	2,181	2,732
Humboldt	4,478	6,454
Imperial	8,487	11,991
Inyo	0	0
Kern	11,620	21,605
Kings	0	0
Lake	1,820	2,680
Lassen	3,001	4,260
Los Angeles	0	46,776
Madera	0	0
Marin	0	0
Mariposa	5,541	6,056
Mendocino	4,869	6,732
Merced	5,417	7,850
Modoc	707	1,380
Mono	4,664	6,697
Monterey	8,181	11,683
Napa	0	0
Nevada	2,947	3,989
Orange	20,450	38,771
Placer TPA	0	0
Plumas	1,549	2,299
Riverside	32,349	48,345
Sacramento	15,062	24,365
San Benito	0	0
San Bernardino	34,733	53,338
San Diego	52,549	73,582
San Francisco	11,623	16,604
San Joaquin	2,566	7,619
San Luis Obispo	7,502	11,212
San Mateo	14,179	19,255
Santa Barbara	6,211	10,379
Santa Clara	29,462	41,097
Santa Cruz	4,067	6,078
Shasta	4,337	6,482
Sierra	4,938	5,295
Siskiyou	2,392	3,872
Solano	0	0
Sonoma	7,807	11,553
Stanislaus	7,549	11,282
Sutter	10,886	11,745
Tahoe RPA	0	0
Tehama	2,967	4,063
Trinity	2,315	3,093
Tulare	930	5,548
Tuolumne	1,625	2,483
Ventura	80,274	86,448
Yolo	8,185	9,985
Yuba	12,252	12,912
Statewide Regional	570,979	826,352
Interregional	156,782	251,409
TOTAL	727,761	1,077,761

	New Capacity
Statewide SHA Capacity	1,285,146
Statewide PTA Capacity	(557,385)
Total STIP Capacity	727,761



VI. TTAC

June 30, 2021

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VI.
Active Transportation Program Cycle 5 Augmentation - MPO Project List

DESCRIPTION: The California Transportation Commission (CTC) is anticipating the state budget May Revise that proposes the addition of \$500 million to the Active Transportation Program (ATP) - Cycle 5 program of projects. This additional funding may provide an additional \$4.5 million of new programming capacity for MPO choice projects.

DISCUSSION: The CTC notified Kern COG about the possible addition of \$500,000,000 to the Active Transportation Program based on the draft 2021-22 State Budget May Revise. In anticipation of the budget approval, CTC staff circulated ATP Cycle 5 Augmentation guidance at their June 23-24, 2021 meeting. In order to expedite the regional project approval process and submit a new Cycle 5 ATP MPO project list for CTC approval by August 2021, Kern COG staff recommends July approval of the proposed program list

TENTATIVE TIMELINE ATP MPO CYCLE 5 AUGMENTATION		
June 2, 2021	KCOG TTAC Meeting	Roll out new information about ATP MPO Cycle 5 Augmentation
June 9, 2021	KCOG TTAC Sub-committee	Discuss draft Project List – date to be determined
June 17, 2021	KCOG Board Meeting	Review Draft Augmentation Project List
June 23-24, 2021	CTC Scheduled Meeting	Publish Draft Cycle 5 ATP Augmentation information
June 30, 2021	July KCOG TTAC Meeting	Request recommendation to approve project list
July 15, 2021	July KCOG Board Meeting	Request approval of project list
August 18-19, 2021	CTC Scheduled Meeting	Tentative - Adopt ATP MPO Cycle 5 Augmentation Projects

Attachment A presents a final project list reflecting anticipated ATP augmentation pending state budget approval. The list of projects was discussed at the June 9, 2021 sub-committee Workshop and all projects are on target to be delivered. Kern COG staff requests a recommendation that the Transportation Planning and Policy Committee approve Attachment A, subject to state budget approval. Adopting this list in July may allow the CTC to approve the list in August leaving 3 fiscal quarters for agencies to request CTC ATP allocation requests to deliver work in the state’s fiscal year 2021-22.

ACTION: Subject to state budget approval and published CTC Fund Estimate for Cycle 5 ATP MPO Augmentation, recommend approval of Attachment A List of Cycle 5 ATP MPO Augmentation Project List to the Transportation Planning and Policy Committee.

Enclosure: Attachment A – Cycle 5 ATP MPO Augmentation Project List



VII. TTAC

June 30, 2021

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VII.
KERN COG SENATE BILL NO. 1 – CALTRANS STATE OF GOOD REPAIR
CALL FOR PROJECTS

DESCRIPTION:

Caltrans State of Good Repair (SGR) Program allocates annual funds from Senate Bill No. 1 legislation to the Kern region.

DISCUSSION:

The Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), signed by the governor on April 28, 2017, includes a program that will provide additional revenues for transit infrastructure repair and service improvements. This investment in public transit will be referred to as the State of Good Repair (SGR) Program. This program receives funding of approximately \$105 million annually. SGR funds are to be made available for eligible transit maintenance, rehabilitation, and capital projects.

SB1 emphasizes the importance of accountability and transparency in the delivery of California's transportation programs. Therefore, to be eligible for SGR funding, potential agencies must comply with various reporting requirements. The SGR Guidelines will describe the general policies and procedures in carrying out the reporting requirements and other statutory objectives of the Road Repair and Accountability Act of 2017.

Kern COG staff has prepared the fiscal year 2021-22 SGR Program of Projects (POP) totaling \$1,438,351 (See attachment "A").

Action:

Recommend the Transportation Planning Policy Committee adopt the fiscal year 2021-22 SGR Program of Projects

Attachment: Attachment "A" the fiscal year 2021-22 SGR Program of Projects

State of Good Repair Draft Program Program Attachment

"A"

of Projects

Kern County

FY 2021/2022

Agency	Project Description	99313	99314	Total apportionment	Project Amount
Arvin	Construction of a new micro-grid to support EV fleet	\$32,048	\$641	\$32,689	\$32,689
California City	Purchase and install transit vehicle wash rack	\$20,936	\$266	\$21,202	\$21,202
Delano	Upgrade Match Route software	\$78,405	\$2,882	\$81,287	\$81,287
GET	Improvement of maintenance facility	\$580,668	\$60,663	\$641,331	\$641,331
Kern Transit	Unknown	\$473,544	\$12,321	\$485,865	\$485,865
McFarland	Construction of a transit station	\$21,272	\$125	\$21,397	\$21,397
Ridgecrest	Unknown	\$43,392	\$1,642	\$45,034	\$45,034
Shafter	Relocation of regional Transit Hub from central valley Highway to Stringham Park	\$30,221	\$594	\$30,815	\$30,815
Taft	Purchase electric vehicle and supporting infrastructure	\$12,833	\$3,714	\$16,547	\$16,547
Tehachapi	Unknown	\$18,862	\$291	\$19,153	\$19,153
Wasco	Wash rack upgrade	\$42,703	\$328	\$43,031	\$43,031
Regional Totals		\$1,354,884	\$83,467	\$1,438,351	\$1,438,351



VIII. TTAC

June 30, 2021

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi, Executive Director

By: Robert M. Snoddy, Regional Planner

SUBJECT: TTAC AGENDA ITEM: VIII.
TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 2021-22
PROGRAM OF PROJECTS

DESCRIPTION:

Kern Council of Governments, acting in the capacity as the state-designated Regional Transportation Planning Agency, administers funding for the Transportation Development Act Article 3 Program.

DISCUSSION:

Article 3 funds are used to pay for bicycle and pedestrian safety programs, bicycle parking facilities, and bicycle and pedestrian travel facilities. **Approximately \$340,250 is available for distribution in this funding cycle.**

Standardized criteria are used to evaluate project prioritization. Bicycle parking and bicycle and pedestrian safety programs have the highest priority, with the remaining funding split 70%-30% between bicycle and pedestrian travel facilities. No single jurisdiction may be awarded more than 40% of the total annual funding. Kern COG staff have reviewed the applications and verified project scoring. The following projects are recommended for funding:

1st PRIORITY PROJECTS – Bike Education and Parking

Jurisdiction	Project	Cost
Bakersfield	Bike Education	\$2,000
Bakersfield	Bike Parking	\$3,000
Kern County	Bike Racks	\$9,000

Jurisdiction	Project	Cost
Kern County	Bike Safety	\$12,000
Total		\$26,000
Balance of remaining funds		\$314,250

2nd PRIORITY PROJECTS – Bike Paths

Jurisdiction	Project	Cost
Bakersfield	Addition of a Class 1 bike path along County Dump RD. between Fairfax Rd. and Paladon Drive	\$164,794
Kern County	County portion of Bakersfield additon of a Class 1 bike path	\$164,794
Total project cost		\$329,588
40% restriction Bakersfield		\$125,700
40% restriction Kern County		\$125,700
Total amount fundable		\$251,400
Total remaining project balance		\$ 62,850

3rd PRIORITY PROJECTS – Pedestrian Facility Projects

McFarland	Remove and replace non-ADA compliant curb ramps Ebell St. Mast Ave. to Woodruff Ave & 6 th St. and California Ave	\$156,158
Balance of remaining funds		\$62,850
Remaining cost to be funded		\$93,308.
Tehachapi	Complete pedestrian facilities on both sides of Brentwood Dr. between Curry St. and Oakwood St. with a new ADA compliant sidewalk, curb, and gutter	\$284,750
Total amount fundable		\$0
Total remaining project balance		\$284,750
Taft	Construct new curb and gutter, sidewalk, ADA curb ramps, drive approaches and related pedestrian improvments on west side of 4 th Street from Supply Row to Main St	\$169,080
Total amount fundable		\$0
Total remaining project balance		\$169,080

Jurisdiction	Project	Cost
Wasco	Remove existing non-ADA compliant ramps and replace with ADA compliant curb and ramps on D St. Blvd between Filburn St. amd Stephen Court east side and on Filburn St. between Gaston St. and D St. north side	\$156,831
Total amount fundable		\$0
Total remaining project balance		\$156,831
California City	Construct new sidewalk, curb & gutter, ADA curb ramps, and related Pedestrian improvements on Hacienda Blvd	\$170,538
Total amount fundable		\$0
Total remaining project balance		\$170,538
Total Pedestrian facility Projects		\$937,357
Grand total of FY 2021-22 TDA-3 Projects		\$1,292,145

Once the 1st and 40% of the two 2nd priority projects have been funded, staff recommends the remaining balance of \$62,850 be awarded to McFarland. However, members of the TTAC are free to suggest another strategy to distribute the remaining balance to 3rd priority projects.

On past occasions, the funding for Article 3 projects has been forwarded into future years. In this funding cycle, (2021-2022) all of the estimated funding has been allocated to projects using the Kern COG adopted Article 3 priority and scoring process. Because of this, staff proposes that an Article 3 application moratorium is in place for the year 2022-2023 for new projects to allow the unfunded projects in this cycle to be made whole and delivered.

Action: Approve and recommend adoption of the fiscal year 2021-22 Transportation Development Act Article 3 Program of Projects to the Transportation Planning Policy Committee and approve a new project moratorium until the fiscal year 2021-22 have been funded and delivered.



June 30, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco, Regional Planner

SUBJECT: TTAC AGENDA ITEM: IX.
Federal Transportation Improvement Program (FTIP) Amendment – Timeline

DESCRIPTION:

Upcoming amendment schedule for next 2021 FTIP Amendment.

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 Transit Program and Non-Motorized Program. The next amendment schedule is provided below for your reference.

2021 FTIP AMENDMENT	
Public review period begins	Friday, July 2, 2021
TPPC meeting – public hearing	Thursday, July 15, 2021
Public review period ends	Friday, July 16, 2021
Regional approval	Monday, July 19, 2021
State approval	August 2021
Federal approval	September 2021

ACTION: Information



X.
TTAC

June 30, 2021

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Becky Napier, Deputy Director - Administration

SUBJECT: TTAC AGENDA ITEM: X.
FUNDING FOR "ALTERNATIVE HOUSING PRODUCTION" APPROACHES

DESCRIPTION:

Governor Newsom's \$267 budget proposal included funding for "*Alternative Housing Production Approaches*".

DISCUSSION:

FUNDING FOR "ALTERNATIVE HOUSING PRODUCTION APPROACHES"

The budget proposes \$750 million one-time federal ARPA funds for HCD to provide additional planning and implementation grants to regional entities for infill developments, targeted towards the state's climate goals and reducing vehicle miles traveled. It's a one-time, \$500 million program to support Metropolitan Planning Organizations (MPO) to implement one of the state's landmark climate laws, SB 375, by funding infill housing and other actions that reduce vehicle miles traveled (VMT). According to one Administration fact sheet, the funds will provide grants "*for transformative and innovative projects that implement a region's sustainable communities strategy and help achieve goals of more housing and transportation options that give Californians the opportunity to get around without having to rely on a car. These funds would leverage the Governor's other proposed investments in housing, transit, zero-emission vehicles, and climate resilience.*"

LEVERAGING REAP FOR A NEW SCS BLOCK GRANT

The next step was to figure out what state agency could administer the program. A good solution was the Regional Early Action Program (REAP), which operates like a regional block grant. REAP was created by the Governor in the 2018 budget. It provides grants to councils of governments (COGs) that made housing determinations (RHNA) to encourage more housing. Since most COGs are also MPOs, leveraging the existing REAP structure improves the speed in which these funds can be placed on actual projects. That is why some are calling it REAP 2.0. It is believed the funds will be focused more on implementation than planning, and the sub-allocation eligibility will be expanded

to include transportation and transit agencies. In addition, transit, multi-modal connectors, and programs that will reduce reliance on single auto-mobile travel should all be eligible projects.

But REAP 2.0 will retain an important check. MPOs must submit their proposals to the state for approval. This assures that the investments will be transformational and accelerate the GHG reductions needed to achieve state goals for 2035 (the SB 375 target year).

POTENTIAL PROJECT EXAMPLES

Source: Bill Higgins, CALCOG, May 28, 2021

- **Active Transportation Projects.** There is no shortage of good active transportation, pedestrian safety, and complete street projects.
- **Infill Infrastructure in Low VMT Areas.** Identify priority infill development areas that need improved sewer, water, and other infrastructure to realize new development in low VMT areas.
- **Electric Car Share.** A new, unique example is MioCar – a rural electric car share program with charging stations at affordable housing developments.
- **Mobility Hubs.** Integrate with complete corridors to ensure walking and biking are safe experiences while prioritizing pooled ride options over single-occupant vehicles.
- **Standing Up VMT Mitigation Banks.** With the implementation of SB 743, developers are increasingly looking for ways to mitigate a potential VMT growth. Mitigation banks can be used to consolidate funds and focus on the most effective mitigation strategies.
- **Enhance Bus Transit Reliability.** Many regions have “quick build” projects throughout their bus transit network that would reduce travel time, attract and recover riders, and reduce congestion.
- **Accelerating the Best Projects.** Significant change can occur by just accelerating the time in which a key project is completed, which can free up funds in the out years for even more quality projects.
- **Local travel Demand Ordinances.** Funding can also support local travel demand management ordinances (and technical assistance) like lifting parking minimums and assuring curb access that can affect the choice to use single occupancy vehicles.
- **Specific and Capital Improvement Plans.** Land use remains a critical element to achieving climate goals. Many cities still need to develop the capital improvement plans and development densities that will be needed going forward. Block grants can be used to encourage transformative plans and provide technical assistance to local communities.

PENDING ACTIONS

1. Writing and Adoption of Budget Trailer Bill
2. HCD Prepares Guidelines

ACTION

TTAC discussion of potential activities in Kern.



AGENDA
KERN REGIONAL
TRANSPORTATION MODELING COMMITTEE (TMC)
A subcommittee of both the Transportation Technical Advisory Committee
(TTAC), and the Regional Planning Advisory Committee (RPAC)

August 4, 2021 10:00 AM
Kern COG Board Room
(Meeting being held in place of canceled monthly TTAC meeting, same time/location)

GoToMeeting Information:

Please join my meeting from your computer, tablet or smartphone.

<https://www.gotomeet.me/KernCOG/ttacmeeting>

You can also dial in using your phone.

(For supported devices, tap a one-touch number below to join instantly.)

United States: +1 (786) 535-3211

- One-touch: tel:+17865353211,,269963557#

Access Code: 269-963-557

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<https://global.gotomeeting.com/install/269963557>

Who should attend: Member agencies that use the Kern COG travel model and its output, or interested members of the public.

- I. Introductions/Sign-in Sheet
- II. 2020 Travel Model Validation Update – Rob Ball
- III. SB 743 Script Update Request – Rob Ball
- IV. Regional Traffic Count Program – Scope Alternatives – Ed Flickinger
- V. Comments, next steps




III. TMC

August 4, 2021

TO: Transportation Modeling Committee

FROM: Ahron Hakimi
Executive Director

BY: Rob Ball, Deputy Director/Planning Director 

SUBJECT: TMC AGENDA ITEM: III.
SB 743 – VMT Analysis Script Update – Transportation Modeling Committee (TMC) Report

DESCRIPTION:

The TMC held a web meeting on August 19, 2020 to develop a modeling script for Senate Bill (SB) 743 requiring analysis of Vehicle Miles Traveled (VMT) for new developments and recently received a request to modify that script.

DISCUSSION:

The TMC is a subcommittee of both the TTAC and the RPAC and usually meets jointly with the RPAC but will hold separate meetings on an as needed basis. On July 31, 2020, Kern COG received a request from the City of Shafter to develop a modeling script to output data from the travel model in a format required by SB 743. The meeting was attended by representatives from the Cities of Shafter, Bakersfield, Taft, the County, Caltrans, Rutgers & Schuler (R&S) and DKS Consultants. In July 2021, Kern COG received a request from R&S to update the modeling script to provide additional data recommended by the California Office of Planning Research (OPR) SB 743 guidelines.

The following revisions are requested the:

Modify the SB 743 script to add supplemental zonal summaries of person-trips by mode and trip purpose and by attractions to the recent update of the Kern COG Valley MIP3 travel demand model, enabling Kern COG to more readily address recent questions asked for a study of a retail development in a TAZ or group of TAZs.

The Kern COG travel modeling support consultant, DKS, has estimated the update would require \$3,273.66 to prepare the revised script.

The activity is budgeted under the adopted Kern COG Overall Work Program, Work Element 604.1 – Regional Travel Demand Model Maintenance, however, modeling and support requests are subject to the direction of the Kern COG member agencies.

Here are some online background resources on SB 743.

Office of Planning Research Resources

- SB 743 Guidelines: <https://opr.ca.gov/ceqa/updates/sb-743/>
- SB 743 Presentation: <https://www.youtube.com/watch?v=0wpPdRzROU>

Caltrans SB 743 Resources

- <https://dot.ca.gov/programs/transportation-planning/office-of-smart-mobility-climate-change/sb-743>
- <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>

ACTION: Direct staff to update the SB 743 modeling script

August 4, 2021

TO: Transportation Modeling Committee

FROM: Ahron Hakimi
Executive Director

By: Ed Flickinger, Regional Planner

SUBJECT: TMC AGENDA ITEM: IV.
Regional Traffic Count Program – Scope Alternatives

DESCRIPTION:

Recent award of the Regional Traffic Count Program consulting contract has resulted in a competitive bid that will provide Scope alternatives.

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 member agencies. Traffic counts are used in the annual pavement management report that provides technical data on road volume samples throughout Kern County.

In January 2004, A Memorandum of Understanding (MOU) between Caltrans, the County of Kern, the City of Bakersfield and Kern COG, representing the outlying communities, established the Kern Regional Traffic Count program. Beginning in 2006, the regional traffic count program was authorized by the Kern COG Board to be funded as an annual off-the-top allocation of Regional Surface Transportation Program (RSTP) in the FTIP. Under this program, Kern COG has administered three regional count contracts that has successfully acquired over 21,000 counts on local roads and over 800 bike/pedestrian counts in the first 15 years of the program. These counts are available through an interactive online mapping system on Kern COG's main web page (<http://www.kerncog.org/data-center/regional-traffic-count-data-map>). The study contract is for an annual program of counts that is renewable annually up to 5 years.

In 2008, with the assistance of a consultant and input from member agencies, a transportation monitoring system program was completed. The program provides 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 program includes a provision for periodic review.

Regional Traffic Count Program Update – On February 18, 2016 the Kern COG Board approved an update to the Regional Transportation Monitoring Improvement Program (RTMIP) http://www.kerncog.org/images/docs/transmodel/RTMIP_20160205.pdf. The focus of the update was the addition of a regional bicycle and pedestrian traffic count program. The goal of this program is to provide consistent, comprehensive data on bicycle and pedestrian activity for analysis of the need/benefit of investment in these modes. Recent changes in federal and state

law have created the need for this program and are putting a greater emphasis on measuring performance. Providing bike and pedestrian data should make our region more competitive for state resources, while ensuring that limited resources are focused on areas with the greatest need.

2021 Regional Traffic Count Program Contract Awarded – The program is re-bid every 5 years and subject to annual renewal.

A Request for Proposals (RFP) was advertised for 68 days beginning January 26, 2021. RFPs were sent to all transportation consultants in the Kern COG consultant database and to other consultants suggested by the City of Bakersfield staff. Two proposals were received and rated by the review committee made up of staff members of Kern COG, City of Bakersfield, and County of Kern in accordance with Proposal evaluation process described in the RFP. The evaluators met on April 8, 2021 and chose the consultant based on the independent ratings of the review committee members for seven weighted categories. The consultant Proposal scope met the requirements in the RFP and met the budgeted amount of \$79,677. On May 19, 2021 the Kern COG board awarded the new contract to Atlantic & Pacific Data Corporation with schedule to expire on June 30, 2026. Their rate per count is lower under this new contract, allowing for \$4,462-\$4,591 per year in additional counts.

Table 1 – Annual Car/Truck Vehicle Count Program – All 1,191 Locations

Car/Truck Count Type	Cost	Number locations	Total Cost/ Year	Last Contract Cost
Quarterly Control Station	490.00	16	7840.00	618.00
Classification Counts	45.00	324	14580.00	52.50
24 Hour Count (ADT)	27.50	854	23485.00	26.25
Subtract 2/3's of class counts taken one time per 3 years	45.00	0	0.00	
Subtract 2/3's of ADT counts taken one time per 3 years	27.50	-42	-1155.00	
Totals		1152	44750.00	
Budget for Car/Truck Counts			79677.00	
Remaining budget available			34927.00	

Table 2 – Three-Year Bike/Ped Count Program – All 640 Locations

Front Load School Sites									
Bike/Ped Count Type	Cost	Number locations (year 1)	Total Cost/ Year	Number locations (year 2)	Total Cost/ Year	Number locations (year 3)	Total Cost/ Year	Total Locations over 3 years	Last Contract Cost
24 Hour (same locations every year)	190.80	40	7632.00	40	7632.00	40	7632.00	40	214.80
12 Hour (locations counted once every 3 years)	129.00	81	10449.00	177	22833.00	177	22833.00	435	131.40
4 Hour (locations counted once every 3 years)	75.00	165	12375.00		0.00		0.00	165	51.80
Totals		286	30456.00	217	30465.00	217	30465.00	640	
Remaining budget available after Bike/Ped counts			4471.00		4462.00		4462.00	13395.00	
Extra ADT Counts from remaining budget- 4471/27.50			162.6						
(Determined from Remaining Budget Available divided by cost per ADT count)									

Table 1 illustrates in the plan based on the Scope that 1152 locations will receive at least 1 count per year and 42 locations will receive 1 count every 3 years. Table 2 illustrates in the plan 640 potential bike and ped count locations.

Table 2 illustrates in the bike/ped count plan based on a \$34,927 budget, all 40 station locations can have a 24 hour count (\$190.80 per location), all 165 school locations can have a 4 Hour count (\$75 per location), and 81 locations of the highest rated 12 hour count (\$131.40 per location) for the first year.

For the next year while maintaining the 24 hour counts at the 40 station locations, 177 of the remaining 333 uncounted highest rated locations can have a 12 hour count, while the remaining 177 uncounted locations can have a 12 hour count the following year.

This program is for regular periodic counts 1-3 years apart to provide an important indicator on the success and need of regional bike and ped related infrastructure and programs. This program is not to be used for one-time count locations.

Attachments – Traffic count location list spreadsheet attached to email

ACTION:

162 ADT count locations can potentially be added. Please let us know if you would like with the extra budgeting to:

1.) add ADT count locations and/or, 2.) count the 12 Hour bike/ped locations more than once every 3 years, and/or 3.) give the high volume locations an extra count, and/or 4.) contribute any remaining budget toward the yearly increasing website cost (currently \$13,368- funded by local funds).

If you would like to add locations, please make a list by August 18, 2021 of potential ADT count locations in order of priority and add them in the bottom of the attached traffic count location list. For the potential locations to add, please fill out columns B through L (excluding D), and a couple of criteria items in columns O through W that you can find out more about on Pages 17-18 of the Regional Transportation Monitoring Improvement Plan (RTMIP) https://www.kerncoq.org/wp-content/uploads/2009/10/RTMIP_20160205.pdf. Additionally, the RTMIP is a useful document for your reference. Maps of the locations can be found there and at the count website <https://www.kerncoq.org/traffic-counts/> .

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

**KERN COG BOARD ROOM/ GoToMeeting
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA**

**WEDNESDAY
September 1, 2021
10:00 A.M.**

SPECIAL NOTICE

**Public Participation and Accessibility
September 1, 2021 Transportation Technical Advisory Committee**

On March 17, 2020, Governor Gavin Newsom issued Executive Order N-29-20, which includes a waiver of Brown Act provisions requiring physical presence of the Council or the public in light of the COVID-19 pandemic. Based on guidance from the California Governor's Office and Department of Public Health, as well as the County Health Officer, in order to minimize the potential spread of the COVID-19 virus, Kern Council of Governments hereby provides notice that as a result of the declared federal, state, and local health emergencies, and in light of the Governor's order, the following adjustments have been made:

- The meeting scheduled for **September 1, at 10:00 a.m.** will have limited public access to maintain social distancing. Masks will be required to attend the meeting in person.
- Consistent with the Executive Order, Committee/Board Members may elect to attend the meeting telephonically and participate in the meeting to the same extent as if they were physically present.
- The public may participate in the meeting and address the Committee in person under Public Comments.
- If the public does not wish to attend in person, they may participate in the meeting and address the Committee as follows:

If you wish to comment on a specific agenda item, submit your comment via email to feedback@kerncog.org **no later than 9:30 a.m. September 1, 2021**. Please clearly indicate which agenda item number your comment pertains to. If you wish to make a general public comment not related to a specific agenda item, submit your comment via email to feedback@kerncog.org **no later than 9:30 a.m. September 1, 2021**.

<https://www.gotomeet.me/KernCOG/ttacmeeting>

Dial +1 (786) 535-3211

Access Code: 269-963-557

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) 635-2900. 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: Minutes from meeting of June 30, 2021 (July meeting).**

**IV. FY 2020-21 TDA PUBLIC TRANSIT CLAIM – CITY OF RIDGECREST
FY 2021-22 TDA PUBLIC TRANSIT CLAIM – COUNTY OF KERN (Banuelos)**

Comment: According to California Public Utilities Code Section 99260 et seq., and Kern COG TDA Rules and Regulations, eligible organizations may submit a claim for the purpose of supporting public transit systems. The City of Ridgecrest submitted a TDA transit claim for FY 2020-21 which totals \$148,781. County of Kern submitted a TDA transit claim for FY 2021-22 which totals \$9,825,178.

Action: Review TDA Public Transit Claim for the City of Ridgecrest for FY 2020-21 and TDA Public Transit Claim for County of Kern for FY 2021-22 and recommend approval to the Transportation Planning Policy Committee.

V. BRIDGE/PAVEMENT CONDITION TAMP SURVEY ON LOCAL NHS ROUTES DUE SEPTEMBER 2, 2021 (Flickinger)

Comment: Local Jurisdictions with National Highway System (NHS) Routes (Kern, Bakersfield, Shafter, California City, Delano and Ridgecrest) – Caltrans is developing the 2022 Transportation Asset Management Plan (TAMP), a jurisdiction-specific, 4 & 10-Year targets for pavement and bridge condition on the local jurisdiction maintained NHS routes.

Action: Affected jurisdictions provide past due email survey responses to Kern COG by September 1, 2021.

VI. TRANSPORTATION MODELING COMMITTEE MEETING NOTES (Flickinger)

Comment: The Kern COG Transportation Modeling Committee (TMC), a subcommittee of the TTAC and RPAC, met on August 4, 2021.

Action: Information.

VII. CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM - STATUS UPDATE (Pacheco)

Comment: CMAQ applications were due August 12th, and Kern COG staff has prepared a draft application log. A total of 28 applications were received by the deadline, requesting \$45.5 million in CMAQ funding.

Action: Information. TTAC subcommittee peer review comments are due by **October 8, 2021**.

VIII. REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP)-STATUS UPDATE (Pacheco)

Comment: RSTP applications were due August 12th and Kern COG staff has prepared a draft application log. A total of 18 applications were received by the deadline, requesting \$23.5 million in RSTP funding.

Action: Information.

IX. REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP)- LATE APPLICATIONS (Pacheco)

Comment: Kern COG staff is seeking TTAC discussion regarding late submittal of RSTP applications.

Action: Defer to the Transportation Planning Policy Committee for action.

X. **SUSTAINABLE COMMUNITY GRANTS/COG ASSISTANCE REQUESTS AND FEEDBACK MONITORING DATA - EMAIL REQUESTS DUE TO KERN COG THURSDAY, SEPTEMBER 30, 2021** (Ball)

Comment: The 2018 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) includes a strategy to provide sub regional feedback on SB 375 travel reduction goals and provide technical assistance and grant writing assistance to help sub areas of the County that need it most. This is an annual process reviewed by the TTAC and RPAC.

Action: Information. Technical/grant writing assistance requests from member agencies are due to Kern COG by September 30, 2021.

XI. **MOBILITY INNOVATIONS AND INCENTIVES PROGRAM - STATUS REPORT** (Urata)

Comment: To help meet stringent air quality standards, Kern COG promotes deployment of alternative fuel vehicle technologies. This report provides staff activity information and provides funding information.

Action: Information.

XII. **AB 140 REGIONAL EARLY ACTION PLANNING (REAP) GRANT PROGRAM OF 2021** (Snoddy)

Comment: July 11, 2021, the California Legislature amended AB 140 to include the housing trailer bill language for the Fiscal Year 2021-22 budget. The bill was signed by the Governor and Chaptered on July 19, 2021.

Action: Direct staff to host an AB 140 workshop to determine to fund TDA Article 3 and Cycle 5 ATP projects.

XIII. **FY 2021-22 TDA ARTICLE 3 PROGRAM OF PROJECTS AMENDMENT** (Snoddy)

Comment: Possible Amendment of FY 2021-22 TDA Article 3 Program of Projects Amendment to address County of Kern's Bike Trail Extension at Kern River Golf Course.

Action: Direct staff to host a TTAC workshop to determine the possible reassignment of the County's TDA Article 3 Kern River Golf Course Bike Path Extension funds to another eligible project.

XIV. **2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM** (Stramaglia)

Comment: Every two years in the odd-numbered year, regional transportation planning agencies are to submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission for their approval in December of the same odd-numbered year.

Action: Information.

XV. **CLEAN CALIFORNIA – NEW PROJECT GRANT PROGRAM** (Stramaglia)

Comment: The California Department of Transportation (Caltrans) is developing the Clean California Local Grant Program as part of a two-year program through which approximately \$296 million in funds (statewide) will go to local communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers to clean and enhance public spaces.

Action: Information.

XVI. **MEMBER ITEMS**

XVII. **ADJOURNMENT** – The next meeting will be held on October 6, 2021.

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

DISCUSSION SUMMARY FOR JUNE 30, 2021 (July meeting)

KERN COG BOARD ROOM/GO TO MEETING
1401 19th Street, Suite 300
BAKERSFIELD, CALIFORNIA

Wednesday
June 30, 2021 (July meeting)
10:00 A.M.

Chairman Schlosser called the meeting to order at approximately 10:01 a.m. A roll call was conducted by Ms. McCulloch for attendance.

I. ROLL CALL

MEMBERS PRESENT:

Ryan Starbuck	City of Bakersfield
Pedro Nunez	City of Delano
Steve Barnes	GET
Bob Neath	County of Kern
Mario Gonzales	City of McFarland
Joe West	NOR
Travis Reed	City of Ridgecrest
Alex Gonzalez	City of Shafter
Jay Schlosser	City of Tehachapi
Kameron Arnold	City of Wasco

OTHER:

Yolanda Alcantar	County of Kern
Susanna Kormendi	City of Bakersfield
Diana Garcia	City of McFarland
Viviana Zamora	City of Delano
Troy Hightower	TDH Associates

STAFF:

Ahron Hakimi	Becky Napier
Rochelle Invina	Linda Urata
Veronica McCulloch	Angelica Banuelos
Joe Stramaglia	Rob Ball
Gregory Palomo	

- 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.

III. APPROVAL OF DISCUSSION SUMMARY: Minutes from meeting of June 2, 2021.

Mr. Barnes made a motion to approve the discussion summary, Mr. Starbuck seconded the motion. Ms. McCulloch performed a roll call vote and motion carried unanimously with a roll call vote.

**IV. FY 2020-21 TDA PUBLIC TRANSIT CLAIM – CITY OF SHAFTER
FY 2021-22 TDA PUBLIC TRANSIT CLAIM – GOLDEN EMPIRE TRANSIT**

Ms. Banuelos stated there were 2 TDA claims submitted and received by the July TTAC deadline. The City of Shafter submitted a TDA transit claim for FY 2020-21 which totals \$329,533. GET submitted a TDA transit claim for FY 2021-22 which totals \$22,607,817.

The action requested was for the TTAC to review TDA Public Transit Claim for the City of Shafter for FY 2020-21 and TDA Public Transit Claim for GET for FY 2021-22 and recommend approval to the Transportation Planning Policy Committee.

Mr. Neath made a motion to approve the recommendation to the TPPC. Mr. Arnold seconded. Ms. McCulloch performed roll call and the motion carried with a roll call vote.

V. 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Stramaglia presented a staff report to the TTAC with the following information:

Every two years in the odd-numbered year, regional transportation planning agencies are to submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission for their approval in December of the same odd-numbered year.

The CTC presented their draft fund estimate at the June 23-24 meeting. The next workshop is July 21st, virtually only, lasting about an hour. Discussion of uses for the \$11.6 million will be had, which is expected to be brought back to metro Bakersfield. Centennial Corridor has several operational opportunities that are being discussed and Kern COG, Caltrans and City of Bakersfield are discussing the best options for a Phase 2 Corridor project. Another part of the process is to ask our project managers with a memo to update us on their cost expenses and estimates. We will adopt the decisions at our November meeting and must be reflected when submit our final decision to the CTC by December. There is much work to be done before then, workshops and meetings and such.

Chairman Schlosser asked if there were any questions about the report from the committee. There were not comments from the committee.

VI. ACTIVE TRANSPORTATION PROGRAM CYCLE 5 AUGMENTATION - MPO PROJECT LIST

Mr. Snoddy submitted a staff report to the committee with the following information:

The California Transportation Commission (CTC) is anticipating the state budget May Revise that proposes the addition of \$500 million to the Active Transportation Program (ATP) - Cycle 5 program of projects. This additional funding may provide an additional \$4.5 million of new programming capacity for MPO choice projects.

Subject to state budget approval and published CTC Fund Estimate for Cycle 5 ATP MPO Augmentation, recommend approval of Attachment A List of Cycle 5 ATP MPO Augmentation Project List to the Transportation Planning and Policy Committee.

Mr. Stramaglia added that the amount is actually \$4.92 million.

Mr. Arnold made a motion to approve recommendation. Mr. Barnes seconded. Ms. McCulloch performed a roll call vote and the motion passed.

VII. KERN COG SENATE BILL NO. 1 – CALTRANS STATE OF GOOD REPAIR CALL FOR PROJECTS

Mr. Snoddy submitted a staff report to the committee with the following information:
Caltrans State of Good Repair (SGR) Program allocates annual funds from Senate Bill No. 1 legislation to the Kern region.

The Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), signed by the governor on April 28, 2017, includes a program that will provide additional revenues for transit infrastructure repair and service improvements. This investment in public transit will be referred to as the State of Good Repair (SGR) Program. This program receives funding of approximately \$105 million annually. SGR funds are to be made available for eligible transit maintenance, rehabilitation, and capital projects.

SB1 emphasizes the importance of accountability and transparency in the delivery of California's transportation programs. Therefore, to be eligible for SGR funding, potential agencies must comply with various reporting requirements. The SGR Guidelines will describe the general policies and procedures in carrying out the reporting requirements and other statutory objectives of the Road Repair and Accountability Act of 2017.

Kern COG staff has prepared the fiscal year 2021-22 SGR Program of Projects (POP) totaling \$1,438,351 (See attachment "A").

The action today is to recommend the Transportation Planning Policy Committee adopt the fiscal year 2021-22 SGR Program of Projects.

Mr. Barnes made a motion to approve. Mr. Neath seconded. Ms. Mcculloch performed a roll call vote and the motion passed.

VIII. TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 2021-22 PROGRAM OF PROJECTS

Mr. Snoddy submitted a staff report to the committee with the following information:

Kern Council of Governments, acting in the capacity as the state-designated Regional Transportation Planning Agency, administers funding for the Transportation Development Act Article 3 Program.

\$340,250 is available to the Article 3 Program for the Kern region.

The action requested was for the Committee to approve to the TPPC. Chairman Schlosser asked for a motion to approve and recommend adoption of the fiscal year 2021-22 Transportation Development Act Article 3 Program of Projects to the Transportation Planning Policy Committee and approve a new project moratorium until the fiscal year 2021-22 have been funded and delivered.

Mr. Reed made a motion to approve. Mr. Gonzales seconded. Ms. Mcculloch performed a roll call vote and the motion passed.

IX. FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AMENDMENT – TIMELINE

Ms. Invina presented a staff report with the following information:

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 Transit Program and Non-Motorized Program.

The amendment documentation will be e-mailed to the TTAC when the public review period begins on July 2nd.

This item was for information only.

X. FUNDING FOR “ALTERNATIVE HOUSING PRODUCTION” APPROACHES

Ms. Napier presented a staff report and provided further information about it:

On June 28, the adopted budget included \$600 million, one-time federal RPA funds which will be included in the housing trailer bill that is being developed.

Hopefully by the end of this week, HCT will provide additional planning and implementation grants to regional entities for infill developments, targeted towards the state's climate goals and reducing vehicle miles traveled.

It is a one time program to support metropolitan planning organizations to implement one of the state's landmark climate laws and SB 375 by funding infill housing, and other actions that reduce vehicle miles traveled.

We do not know how the funds will be allocated, whether they'll be allocated on a per capita basis, or whether it will be more by need maybe by disadvantaged communities. There is also some concern about funding for the rural areas. This is one time money and HCD will have to approve the projects.

The action requested was for the TTAC committee to have an open discussion of potential activities in Kern.

Chairman Schlosser asked Ms. Napier about the timeline. The timeline would depend on how long it would take for the HCD to come up with the guidelines. Ms. Napier asked everyone to email her your ideas before the next meeting and as soon as she kknows when the trailer bill has been written and the guidelines are started she would let everyone know.

XI. ANNOUNCEMENTS:

Congestion Mitigation Air Quality Program (CMAQ) and Regional Surface Transportation Program (RSTP) Call for Projects - applications due by 5:00 P.M. August 12, 2021. Remember to process and submit your locally adopted resolutions that are a required part of the application.

Per Mr. Stramaglia, the next CTC meeting is August 18th and 19th. It's virtual and the location is Santa Barbara. No meetings for July.

Per Mr. Ball, there is a link and a website for the general public to view the 9 safety plans for local communities. Input for the 2022 RTP can be provided as well. Chairman Schlosser asked that we push to get some genuine feedback, which will rise and fall on the strength of these reports.

Chairman Schlosser asked if members can try to begin to make the meetings in person if at all possible.

XII. MEMBER ITEMS

ADJOURNMENT – Meeting adjourned at 10:51am. The next meeting will be held on August 4, 2021 (may be dark).



IV. TTAC

September 1, 2021

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Angelica Banuelos,
Administrative Assistant

SUBJECT: TTAC AGENDA ITEM: IV.
FY 2020-21 TDA PUBLIC TRANSIT CLAIM – CITY OF RIDGECREST
FY 2021-22 TDA PUBLIC TRANSIT CLAIM – COUNTY OF KERN

DESCRIPTION:

According to California Public Utilities Code Section 99260 et seq., and Kern COG TDA Rules and Regulations, eligible organizations may submit a claim for the purpose of supporting public transit systems. The City of Ridgecrest submitted a TDA transit claim for FY 2020-21 which totals \$148,781. County of Kern submitted a TDA transit claim for FY 2021-22 which totals \$9,825,178.

DISCUSSION:

Kern COG staff has received and reviewed the following TDA Transit Claim:

<u>Claimants</u>	<u>LTF</u>	<u>STAF</u>	<u>TOTAL</u>
FY 2020-21 CITY OF RIDGECREST	\$32,040	\$116,741	\$148,781
FY 2021-22 COUNTY OF KERN	\$8,333,401	\$1,491,777	\$9,825,178
<hr/>			
Regional Claims Total	\$8,365,441	\$1,608,518	\$9,973,959

These claims have 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 approval.

Action:

Review TDA Public Transit Claim for the City of Ridgecrest for FY 2020-21 and TDA Public Transit Claim for County of Kern for FY 2021-22 and recommend approval to the Transportation Planning Policy Committee.



**Kern Council
of Governments**

September 1, 2021

V.
TTAC

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Ed Flickinger,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: V.
Bridge/Pavement Condition TAMP Survey on Local NHS Routes Due
September 2, 2021

DESCRIPTION:

Local Jurisdictions with National Highway System (NHS) Routes (Kern, Bakersfield, Shafter, California City, Delano and Ridgecrest) – Caltrans is developing the 2022 Transportation Asset Management Plan (TAMP), a jurisdiction-specific, 4 & 10-Year targets for pavement and bridge condition on the local jurisdiction maintained NHS routes.

DISCUSSION:

Recent Federal transportation spending bills have require states and metropolitan planning organizations (MPOs) like Kern COG to monitor bridge and pavement condition. The California Asset Management Plan is available online at: <https://dot.ca.gov/programs/asset-management/california-transportation-asset-management-plan>

In consultation with Kern COG Staff, Caltrans is establishing statewide and Kern COG regional targets. Caltrans has developed a tool to predict bridge and pavement conditions, which will be used to set the targets. The tool currently includes estimates of local expenditures from the state controller office as defaults. The condition predictions can be improved if the total expected annual planned expenditure amounts on NHS routes are obtained from each affected jurisdiction.

On August 10, 2021, an email was sent to the affected public works departments requesting this information by August 20, 2021. A phone call to those departments was followed up. Caltrans is requiring the final submittal by September 2, 2021. TAMP spreadsheet tool and NHS pavement and bridge condition maps were sent in the August 10 email along with an invitation to the August 16, 2021 TAMP Performance Tool training.

If California does not achieve the established statewide aggregate 2 and 4-year targets then the state is required to develop an improvement plan in consultation with the MPOs like Kern COG. In addition, the Federal Highways Administration (FHWA) will review how MPOs are addressing and achieving their targets (or assisting the state in achieving targets) during their 4-year Federal Certification Review. Maintaining Federal MPO Certification is a prerequisite to receiving federal funding. Kern’s next four-year review is in 2023. At that review Kern COG intends to report the long-time and successful use of Regional Surface Transportation Program (RSTP) and Highway Bridge Programs by our member agencies for state of good repair projects on federal aid system routes including the NHS. In addition, the Kern COG board has an adopted policy for approving a regional RSTP project that could be used to for prioritizing maintenance projects on local NHS routes should Caltrans monitoring demonstrate failure to meet the targets in Kern. Kern COG can also consider project delivery policies that help prioritize bridge and pavement maintenance on the NHS.

As bridge and pavement conditions improve on the local NHS routes, the targets will improve automatically. Member agencies are encouraged to promote projects and policies that improve the NHS routes in their jurisdictions to help the region to meet or exceed targets for our region.

Figure 1 - Pavement Condition

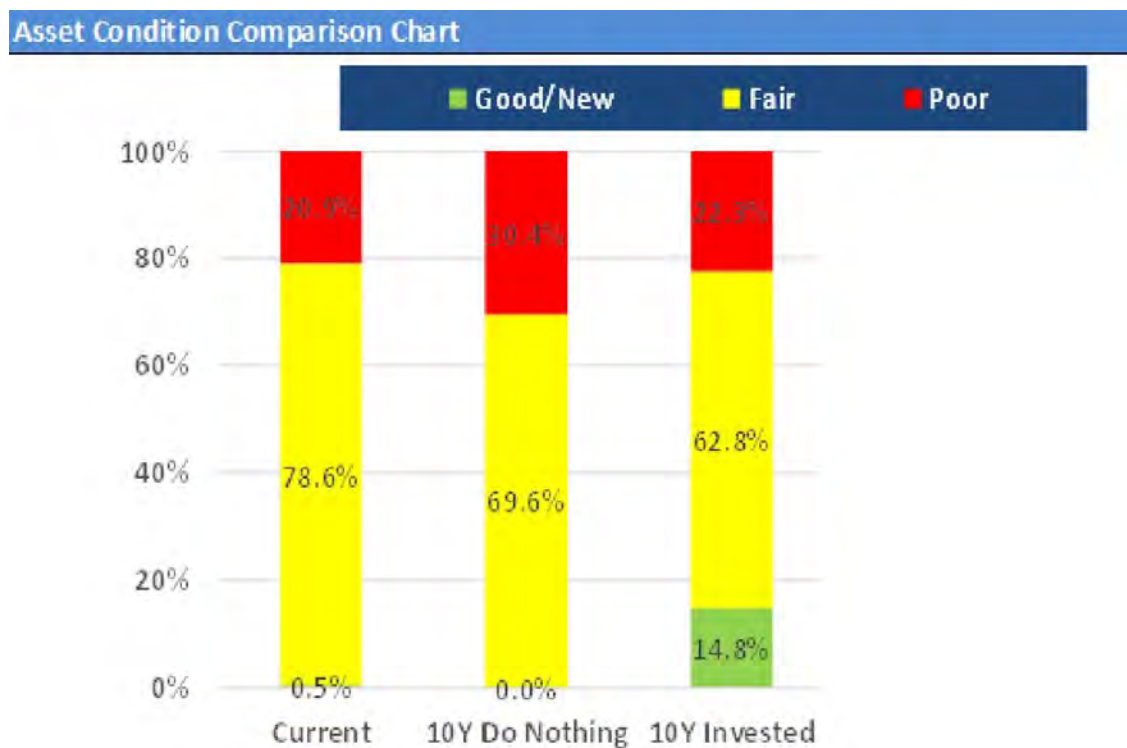


Figure 2 - Bridge Condition



Attachments –

- A. NHS pavement and bridge condition maps

ACTION:

Affected jurisdictions provide past due email survey responses to Kern COG by September 1, 2021.

NHS System

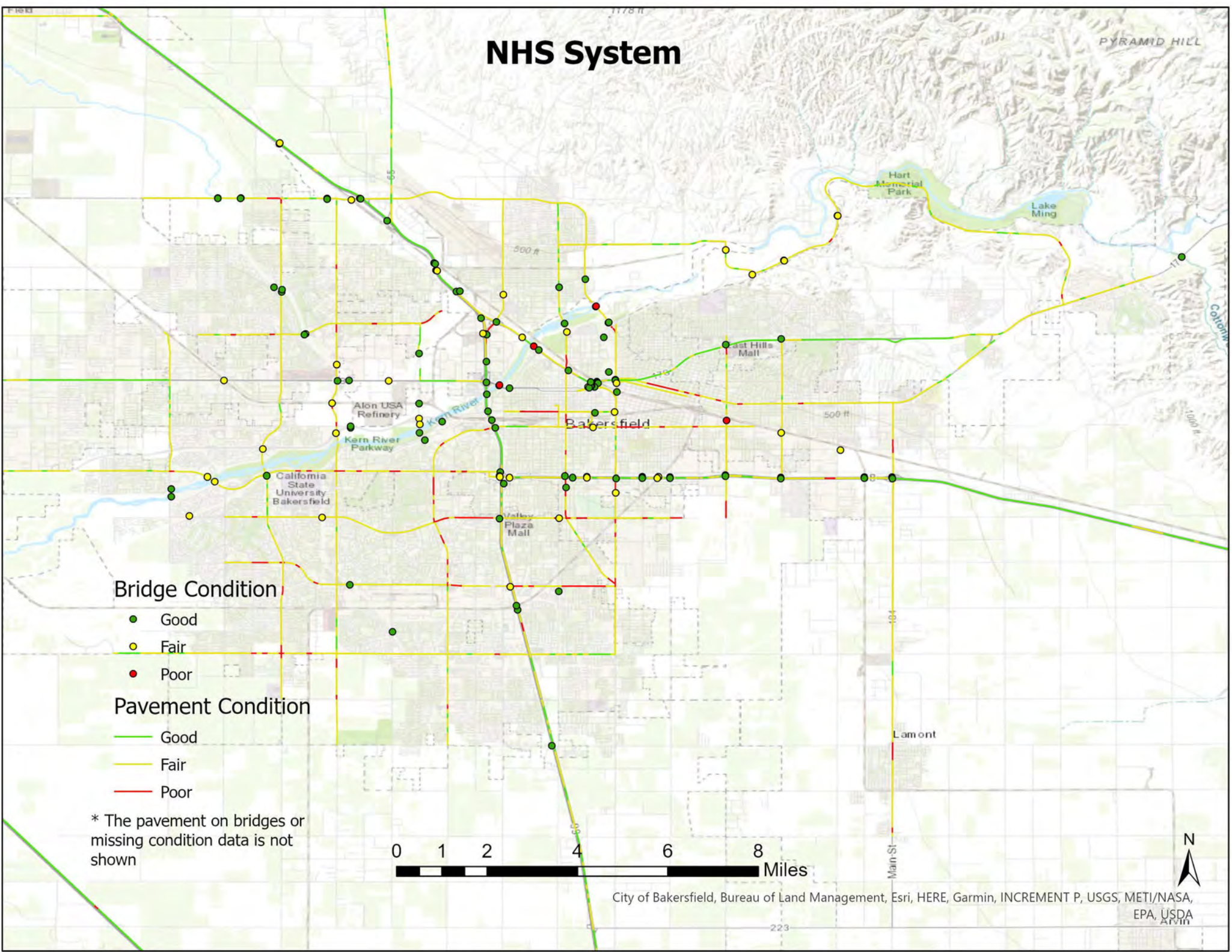
Bridge Condition

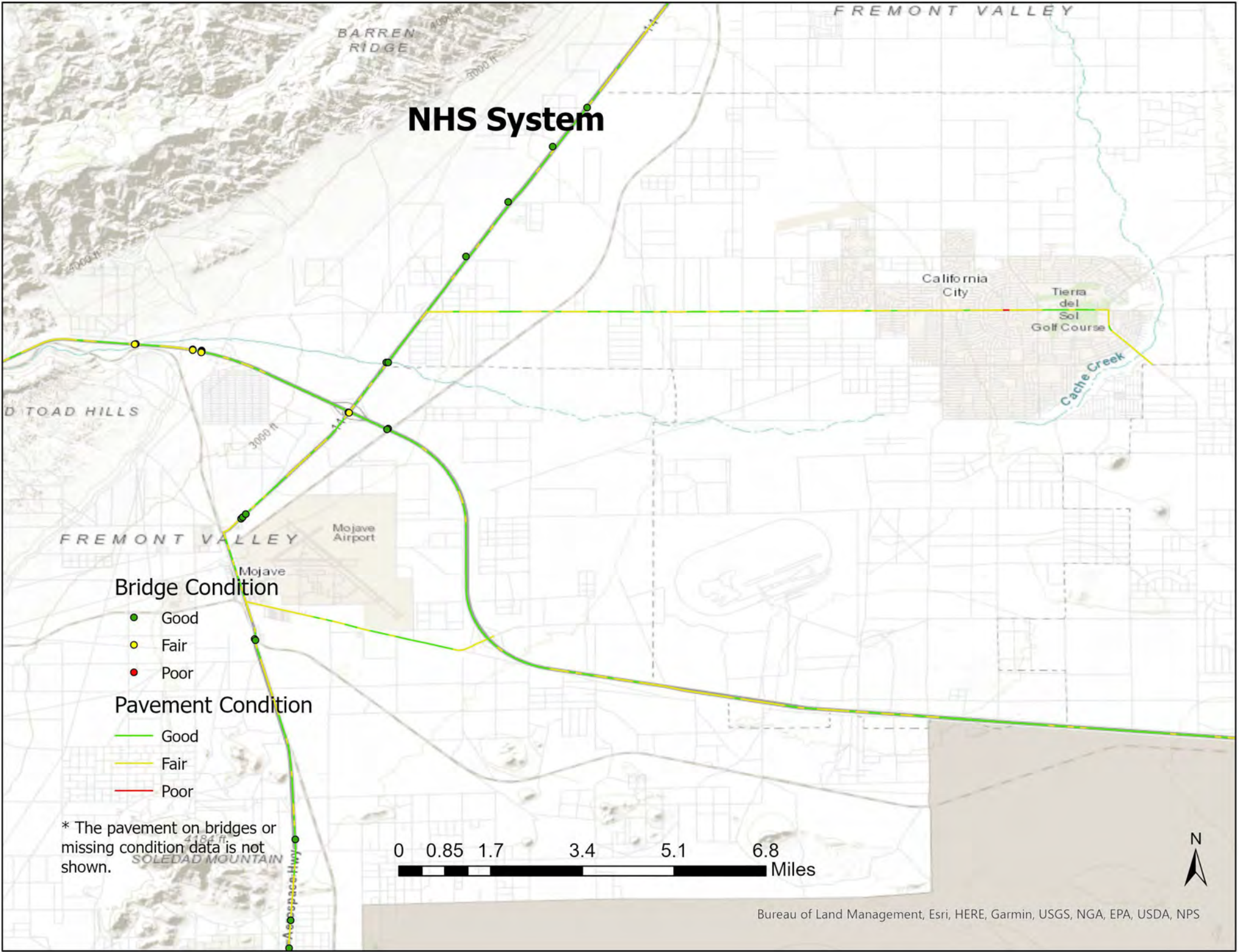
- Good
- Fair
- Poor

Pavement Condition

- Good
- Fair
- Poor

* The pavement on bridges or missing condition data is not shown





NHS System

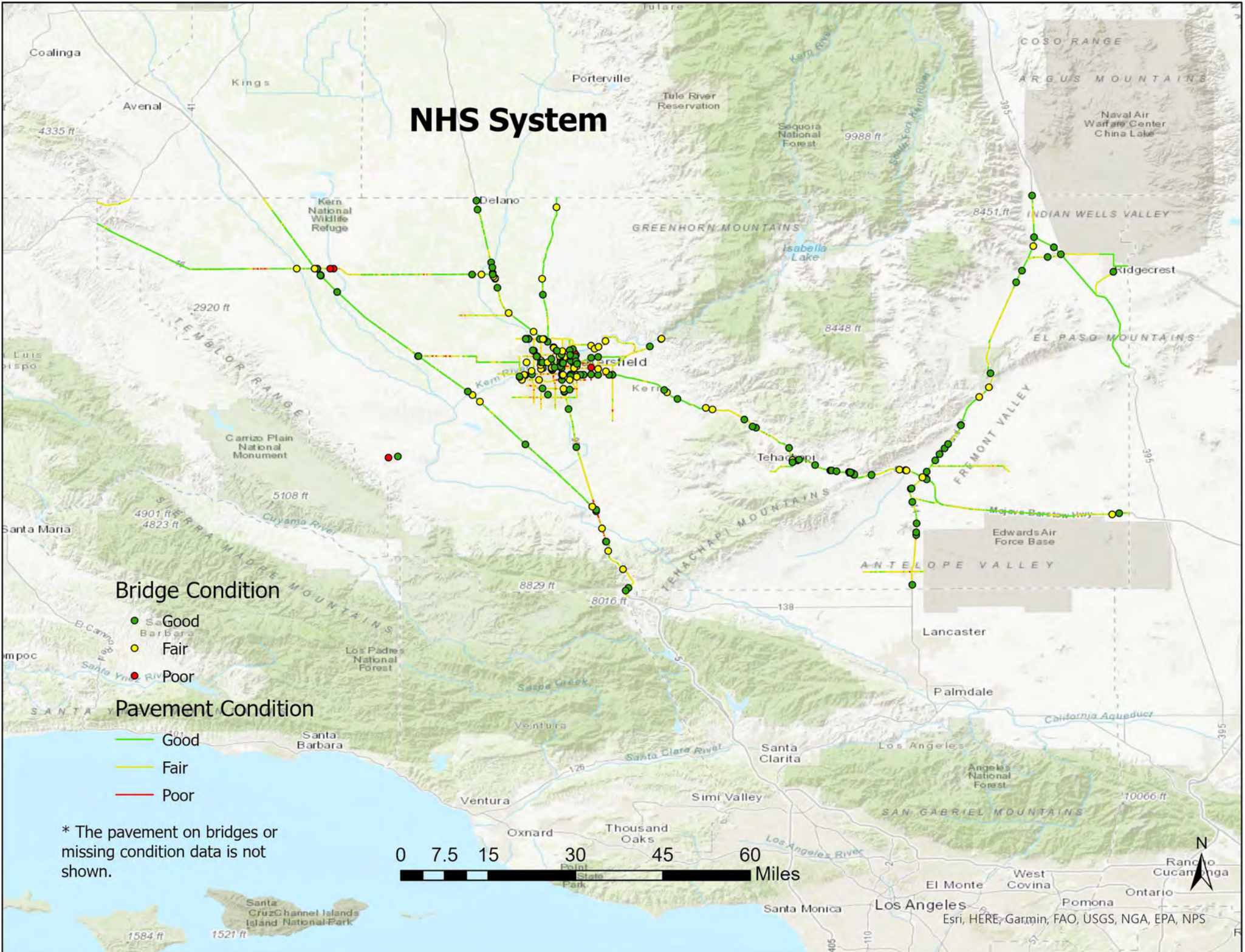
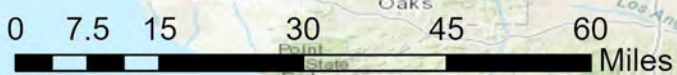
Bridge Condition

- S Good
- Fair
- R Poor

Pavement Condition

- Good
- Fair
- Poor

* The pavement on bridges or missing condition data is not shown.



NHS System

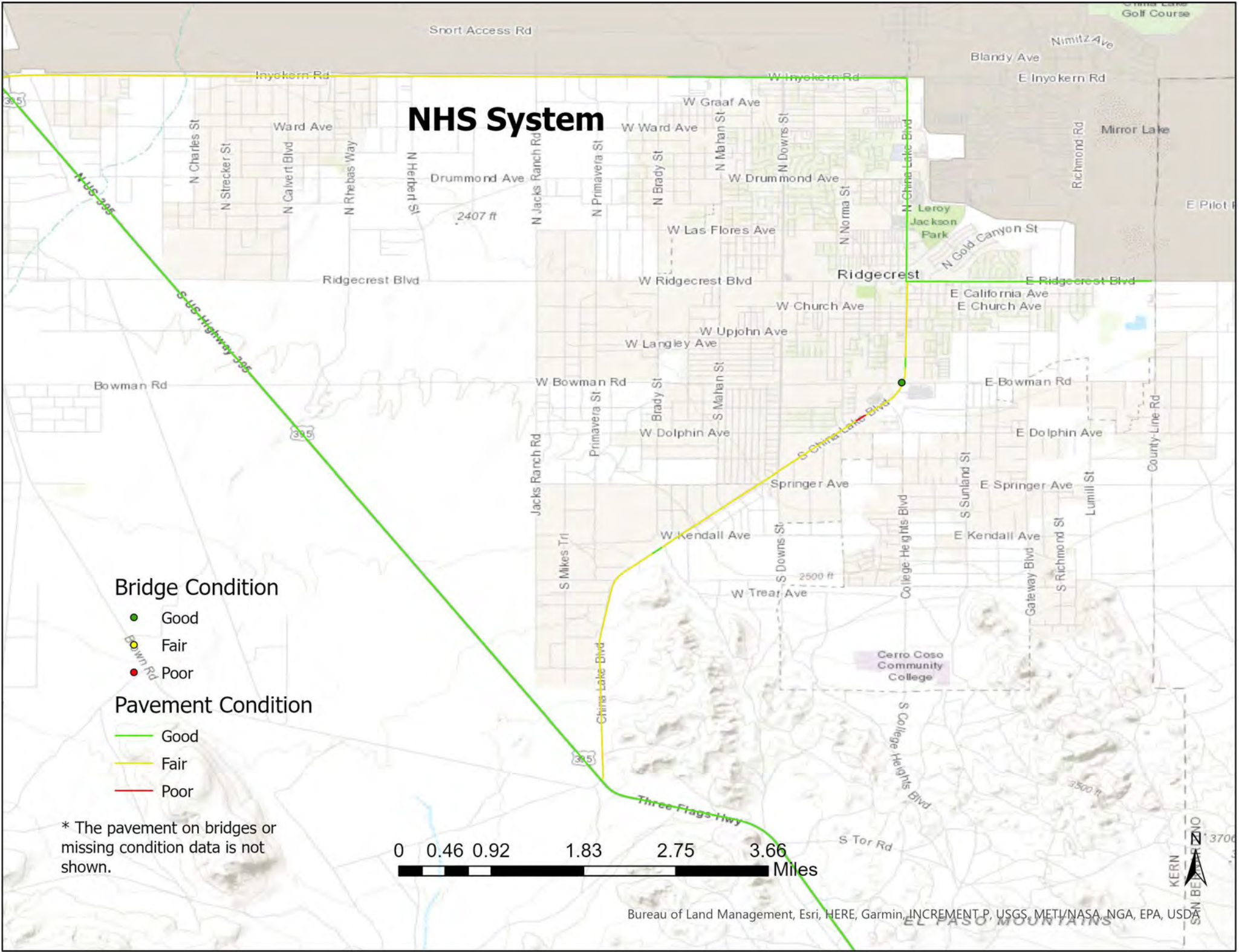
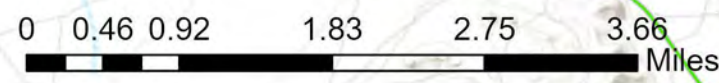
Bridge Condition

- Good
- Fair
- Poor

Pavement Condition

- Good
- Fair
- Poor

* The pavement on bridges or missing condition data is not shown.



NHS System

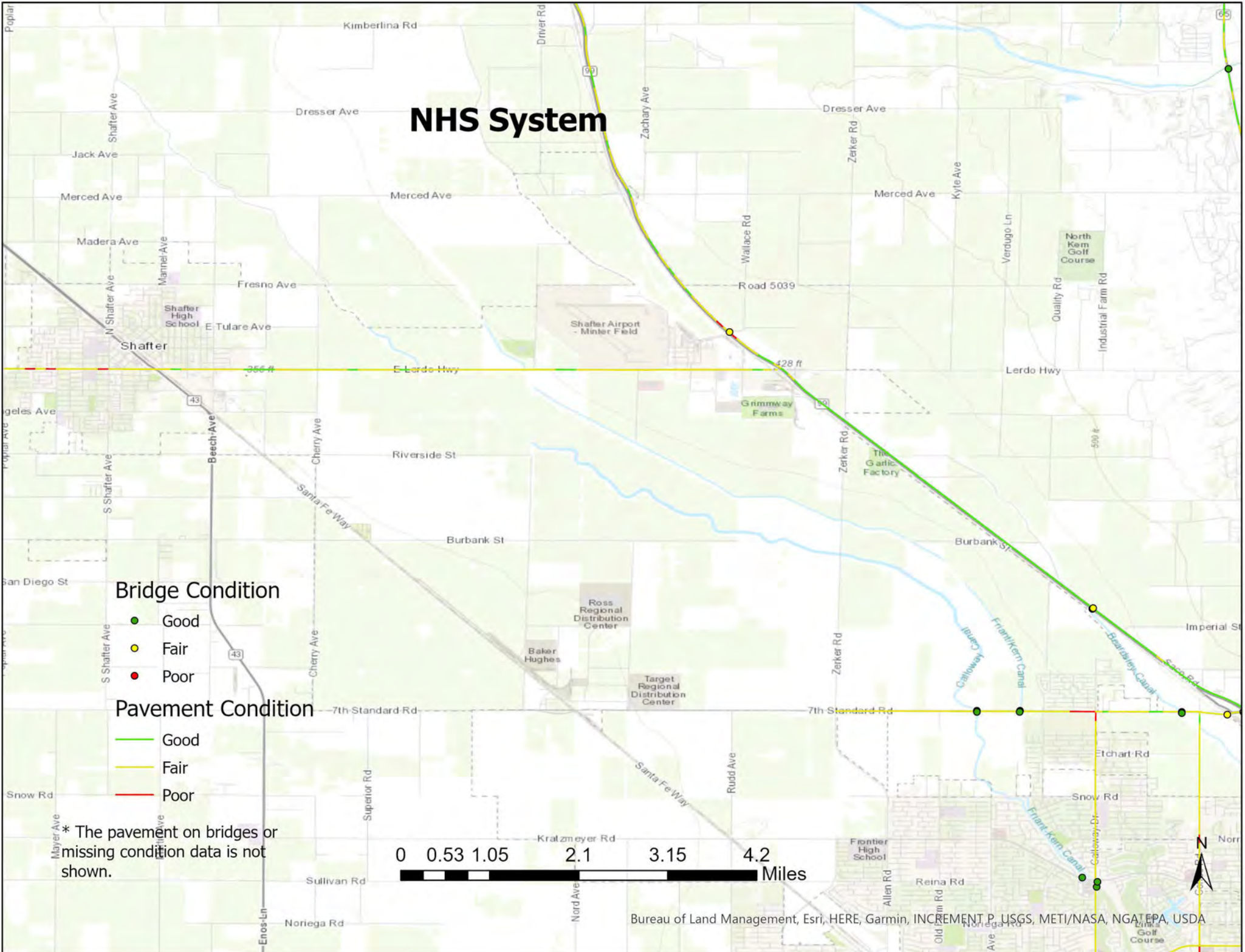
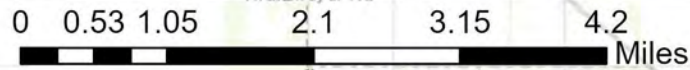
Bridge Condition

- Good
- Fair
- Poor

Pavement Condition

- Good
- Fair
- Poor

* The pavement on bridges or missing condition data is not shown.





VI. TTAC

September 1, 2021

TO: Transportation Technical Advisory Committee (TTAC) and the
Regional Planning Advisory Committee (RPAC)

FROM: Ahron Hakimi
Executive Director

By: Ed Flickinger, Regional Planner

SUBJECT: TTAC Agenda Item: VI.
Transportation Modeling Committee Meeting Notes

DESCRIPTION:

The Kern COG Transportation Modeling Committee (TMC), a subcommittee of the TTAC and RPAC, met on August 4, 2021.

DISCUSSION:

Meeting Notes

I. Participants Present/Online:

David Berggren	Caltrans District 6
Eric Olsen	Caltrans District 6
Lorena Mendibles	Caltrans District 6
Alex Gonzalez	City of Shafter Public Works
Ed Murphy	City of Bakersfield Public Works
Mario Gonzales	City of McFarland Public Works
Travis Reed	City of Ridgecrest Public Works Director
Don Marsh	City of Tehachapi Public Works
Kameron Arnold	City of Wasco Public Works
Josh Champlin	Kern County Public Works
Yolanda Alcantar	Kern County Public Works
Paul Candelaria	Kern County Public Works
Warren Maxwell	Kern County Public Works (consultant)
Damon Taylor	Kern County Public Works
Joy Medrano	Kern County Public Works
Patrick Wade	Kern County Public Works
Michael Rodriguez	Kern County Public Works
Alexa Kolosky	Kern County Public Works
Heidi Carter-Escudero	Kern County Public Works
John Schuler	R&S Engineering
Diana Garcia	

Staff Present/Online:

Rob Ball

Kern Council of Governments

Vincent Liu
Ed Flickinger
Ben Raymond
Linda Urata
Michael Heimer

Kern Council of Governments
Kern Council of Governments
Kern Council of Governments
Kern Council of Governments
Kern Council of Governments

- II. **2020 Travel Model Validation Update** – Discussed early results of model validation, showing the Dashboard statistics. Both the travel model and validation results are similar to 2018 RTP/SCS. Final validation information will be included in the model documentation to be published in Fall 2021, online at <https://www.kerncog.org/category/data-center/transportation-modeling/> . Final approval of the use of the model happens concurrently as part of the resolution adopting the 2022 RTP/SCS.
- III. **SB 743 Script Update Request** - Discussed requested updates SB 743 travel model output script. Subject to receiving a request from the County of Kern, the consensus of the participants was to recommend Kern COG the consultant, DKS, update the script as requested. County of Kern sent an email request for SB 743 script update on August 5, 2021.
- IV. **Traffic Count Program – Scope Alternatives** – Discussed background of Regional Transportation Monitoring Improvement Plan and corresponding Regional Traffic Count Program update contract. The new contract has a lower per count rate for some types of traffic counts resulting in an extra \$4,000+ per year in cost savings. The local jurisdictions can choose up to an extra 162 24-hour traffic count locations and/or accelerating a portion of the 435 12-hour Bike/Pedestrian Count locations to be counted more than once every 3 years. The locals will provide any additional traffic count locations by August 18, 2021, with the rest of the budget going to accelerating the 12 Hour Bike/Pedestrian Count locations. Instructions were emailed to the local jurisdictions on how to add traffic count locations.

V. **Adjournment**

ACTION:

Information



VII. TTAC

September 1, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco, Regional Planner

SUBJECT: TTAC AGENDA ITEM: VII.
CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM –
STATUS UPDATE

DESCRIPTION:

CMAQ applications were due August 12th and Kern COG staff has prepared a draft application log. A total of 28 applications were received by the deadline, requesting \$45.5 million in CMAQ funding.

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. Kern COG's *Chapter 5 CMAQ Policy and Procedure*, as last updated and approved by Kern COG's Board of Directors on November 17, 2016, will be referenced throughout this programming cycle.

On March 18, 2021, the Transportation Planning Policy Committee (TPPC) approved the timeline and funding targets for this CMAQ call for projects cycle. \$23 million in CMAQ funding was available for fiscal years 22-23 and 23-24.

Status Update

CMAQ applications were due August 12, 2021. Kern COG staff has prepared a draft application log (attached). A total of 28 applications were received by the deadline, requesting \$45.5 million in CMAQ funding. A CMAQ application summary and applications received were posted on August 25, 2021 to the Kern COG website at <https://www.kerncog.org/category/docs/ftip/>.

The next steps are for Kern COG staff to review application information received, provide comments to applicants, and facilitate TTAC peer review prior to developing the CMAQ Program of Projects. Upcoming activities/dates include:

- Kern COG staff to transmit questionable applications for Caltrans eligibility review
- TTAC subcommittee may submit comments to rpacheco@kerncog.org by **October 8, 2021**

- 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 November 10, 2021 at 10:00 AM.

Kern COG staff will not circulate the draft program of projects until after the TTAC subcommittee review of applications. The Draft Program of Projects is expected to be presented to TTAC and TPPC in January 2022. Approval of the Final Program of Projects is expected February 2022. Once approved, the projects will then be incorporated into the Federal Transportation Improvement Program.

Attachment: "CMAQ application log"

ACTION: Information. TTAC subcommittee peer review comments are due by **October 8, 2021**.

Applications Received 8/12/21	CMAQ							
Agency	Application	2022-23		2023-24		TOTAL		
		CMAQ	Local	CMAQ	Local	CMAQ	Local	Total Project
Bakersfield	5	\$ 7,990,416	\$ 1,035,243	\$ 1,620,896	\$ 210,005	\$ 9,611,312	\$ 1,245,248	\$ 10,856,560
California City	1	\$ -	\$ 10,000	\$ 846,966	\$ 109,734	\$ 846,966	\$ 119,734	\$ 966,700
Kern COG	2	\$ 247,652	\$ 23,654	\$ 264,442	\$ 25,257	\$ 512,094	\$ 48,911	\$ 561,005
Kern County*	18	\$ 13,326,965	\$ 1,726,648	\$ 16,968,091	\$ 2,198,397	\$ 30,295,056	\$ 3,925,045	\$ 34,220,101
Taft	1	\$ 410,000	\$ -	\$ 3,539,809	\$ 511,740	\$ 3,949,809	\$ 511,740	\$ 4,461,549
Wasco	1	\$ 49,156	\$ 6,369	\$ 308,994	\$ 40,034	\$ 358,150	\$ 46,403	\$ 404,553
Total	28	\$ 22,024,189	\$ 2,801,914	\$ 23,549,198	\$ 3,095,167	\$ 45,573,387	\$ 5,897,081	\$ 51,470,468

*Does not include CMAQ funding listed for FY 24-25 (\$4,469,000)



VIII. TTAC

September 1, 2021

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) – STATUS
UPDATE

DESCRIPTION:

RSTP applications were due August 12th and Kern COG staff has prepared a draft application log. A total of 18 applications were received by the deadline, requesting \$23.5 million in RSTP funding.

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. 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.

On March 18, 2021, the Transportation Planning Policy Committee approved the timeline and fund estimate for this RSTP call for projects cycle. \$24.1 million in RSTP funding was available for FY 22-23 and 23-24.

Status Update

RSTP applications were due August 12, 2021. Kern COG staff has prepared a draft application log. A total of 18 applications were received by the deadline, requesting \$23.5 million in RSTP funding.

The next steps are for Kern COG staff to review applications received and develop the RSTP Program of Projects that is expected to be approved February 2022. Once approved, the projects will then be incorporated into the Federal Transportation Improvement Program.

Attachment: "RSTP application log"

ACTION: Information.

Applications Received 8/12/2021	RSTP							
Agency	Application	2022-23		2023-24		TOTAL		
		RSTP	Local	RSTP	Local	RSTP	Local	Total Project
Arvin	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bakersfield	2	\$ 5,169,000	\$ 669,699	\$ 5,167,000	\$ 669,440	\$ 10,336,000	\$ 1,339,139	\$ 11,675,139
California City	1	\$ 58,922	\$ 7,635	\$ 313,078	\$ 228,311	\$ 372,000	\$ 235,946	\$ 607,946
Delano	4	\$ 698,000	\$ 90,433	\$ 698,000	\$ 90,433	\$ 1,396,000	\$ 180,866	\$ 1,576,866
Kern COG	1	\$ 79,677	\$ 10,323	\$ 79,677	\$ 10,323	\$ 159,354	\$ 20,646	\$ 180,000
Kern County	5	\$ 4,200,000	\$ 544,154	\$ 4,540,000	\$ 588,205	\$ 8,740,000	\$ 1,132,359	\$ 9,872,359
Maricopa	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
McFarland	1	\$ 49,399	\$ 6,401	\$ 346,601	\$ 44,906	\$ 396,000	\$ 51,307	\$ 447,307
Ridgecrest	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Shafter	2	\$ 1,076,000	\$ 409,000	\$ -	\$ -	\$ 1,076,000	\$ 409,000	\$ 1,485,000
Taft	1	\$ -	\$ 44,900	\$ 252,000	\$ 279,650	\$ 252,000	\$ 324,550	\$ 576,550
Tehachapi	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wasco	1	\$ 68,796	\$ 8,914	\$ 691,204	\$ 89,553	\$ 760,000	\$ 98,467	\$ 858,467
Total	18	\$ 11,399,794	\$ 1,791,459	\$ 12,087,560	\$ 2,000,821	\$ 23,487,354	\$ 3,792,280	\$ 27,279,634

September 1, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco, Regional Planner

SUBJECT: TTAC AGENDA ITEM: IX.
REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) – LATE
APPLICATIONS

DESCRIPTION:

Kern COG staff is seeking TTAC discussion regarding late submittal of RSTP applications.

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. 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.

Activity as of August 20, 2021

On March 18, 2021, the Transportation Planning Policy Committee (TPPC) approved the timeline for this RSTP call for projects cycle. The call for projects was announced on March 23, 2021 via email and information was posted on the Kern COG website at three locations: homepage, call for projects webpage, and Federal Transportation Improvement Program webpage. Kern COG held meetings to discuss preliminary proposed projects. Reminders were given at TTAC and Board meetings that applications were due August 12, 2021. There was about four and a half months provided for project application development. Below is a summary list of RSTP call for projects activity (not complete):

<u>March 3</u>	- TTAC recommended approval of the timeline and fund estimate to the TPPC
<u>March 18</u>	- TPPC approved the timeline and fund estimate
<u>March 23</u>	- Call for Projects was announced
<u>March 31</u>	- Call for Projects announced at TTAC
<u>April 9</u>	- Kern COG staff sent a reminder email announcing proposed project meetings
<u>April 19 - 23</u>	- Kern COG staff held meetings to discuss preliminary proposed projects

<u>April 20</u>	- Kern COG staff discussed the call for projects at the Project Accountability Team meeting
<u>May 5</u>	- Call for Projects announced (reminder) at TTAC as part of Project Accountability Team meeting report
<u>May 20, June 17, July 15</u>	- Call for Projects deadline included on the Kern COG Timeline circulated to the Kern COG Board
<u>June 30</u>	- Call for Projects announced (reminder) at TTAC
<u>July 24 - August 12</u>	- Applications received by the deadline from Bakersfield, California City, Delano, Kern COG, Kern County, McFarland, Shafter, Taft, and Wasco
<u>August 17</u>	- Application received via email after the deadline from Tehachapi
<u>August 19</u>	- Draft Application received via email after the deadline from Ridgecrest
<u>August 20</u>	- Applications not received from Arvin or Maricopa

The next steps are for Kern COG staff to review and organize the application information received by the deadline. Kern COG staff is seeking TTAC discussion regarding late submittal of RSTP applications. Should late RSTP applications be considered by Kern COG for this RSTP call for projects cycle? There were two late applications received after the deadline:

- Tehachapi – Application for \$336,000 RSTP
- Ridgecrest – Draft Application for \$1,260,983 RSTP and Highway Infrastructure Program (HIP); resolution to be heard at September 1st City Council meeting

Staff Recommendation

The Kern COG’s Chapter 4 RSTP Policy and Procedure shall direct the programming of available RSTP funding. Two excerpts from the Policy to keep in mind:

1. The RSTP program is not a grant or formula-driven program.
2. Kern COG shall retain the right to redirect program funding to other agencies so as not to lose funding to the Kern region.

Since the Kern COG Policy and Procedures does not address late applications, Kern COG staff will need to defer to the Transportation Planning Policy Committee for action.

Attachment: “RSTP application log”

ACTION: Defer to the Transportation Planning Policy Committee for action.

Applications Received 8/12/2021	RSTP							
Agency	Application	2022-23		2023-24		TOTAL		
		RSTP	Local	RSTP	Local	RSTP	Local	Total Project
Arvin	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bakersfield	2	\$ 5,169,000	\$ 669,699	\$ 5,167,000	\$ 669,440	\$ 10,336,000	\$ 1,339,139	\$ 11,675,139
California City	1	\$ 58,922	\$ 7,635	\$ 313,078	\$ 228,311	\$ 372,000	\$ 235,946	\$ 607,946
Delano	4	\$ 698,000	\$ 90,433	\$ 698,000	\$ 90,433	\$ 1,396,000	\$ 180,866	\$ 1,576,866
Kern COG	1	\$ 79,677	\$ 10,323	\$ 79,677	\$ 10,323	\$ 159,354	\$ 20,646	\$ 180,000
Kern County	5	\$ 4,200,000	\$ 544,154	\$ 4,540,000	\$ 588,205	\$ 8,740,000	\$ 1,132,359	\$ 9,872,359
Maricopa	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
McFarland	1	\$ 49,399	\$ 6,401	\$ 346,601	\$ 44,906	\$ 396,000	\$ 51,307	\$ 447,307
Ridgecrest	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Shafter	2	\$ 1,076,000	\$ 409,000	\$ -	\$ -	\$ 1,076,000	\$ 409,000	\$ 1,485,000
Taft	1	\$ -	\$ 44,900	\$ 252,000	\$ 279,650	\$ 252,000	\$ 324,550	\$ 576,550
Tehachapi	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wasco	1	\$ 68,796	\$ 8,914	\$ 691,204	\$ 89,553	\$ 760,000	\$ 98,467	\$ 858,467
Total	18	\$ 11,399,794	\$ 1,791,459	\$ 12,087,560	\$ 2,000,821	\$ 23,487,354	\$ 3,792,280	\$ 27,279,634



September 1, 2021

TO: Transportation Technical Advisory Committee (TTAC) and
Regional Planning Advisory Committee (RPAC)

FROM: Ahron Hakimi
Executive Director

BY: Rob Ball, Deputy Director/Planning Director
Becky Napier, Deputy Director/Administration
Rochelle Invina, Regional Planner
Linda Urata, Regional Planner

SUBJECT: TTAC AGENDA ITEM: X.
SUSTAINABLE COMMUNITY GRANTS/COG ASSISTANCE REQUESTS AND
FEEDBACK MONITORING DATA - **EMAIL REQUESTS DUE TO KERN COG
THURSDAY, SEPTEMBER 30, 2021**

DESCRIPTION:

The 2018 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) includes a strategy to provide sub regional feedback on SB 375 travel reduction goals and provide technical assistance and grant writing assistance to help sub areas of the County that need it most. This is an annual process reviewed by the TTAC and RPAC.

DISCUSSION:

A new 2-part strategy was proposed in the 2014 RTP to help our member agencies voluntarily monitor their progress toward the region's air emission goals. The strategy also helps member agencies develop projects that will better compete under the new policies that emphasizes sustainability. Kern COG provides monitoring data along with technical assistance and grant writing assistance.

The monitoring data helps inform our member agencies on how they are doing related to the region's air emission goals. The data provides sub-regional monitoring feedback and helps prioritize assistance using the regional travel model as part of this process.

COG Technical Assistance

The 2014 RTP was the first to contain an SCS as required by the state Climate Protection Act of 2008 (SB 375). Kern COG began work with member agencies on developing more sustainable projects and strategies immediately after the adoption of the 2008 Kern Regional Blueprint.

Since 2009, Kern COG has awarded over \$500,000 in technical assistance grants and/or staff time support to provide member agencies with resources to identify transportation projects that would further the goals of the Kern Regional Blueprint and now the SCS. This year there is \$30k budgeted for Kern COG technical assistance grants, and additional funding is available for staff time to assist member agencies in applying for the numerous grant resources. This program has helped fund:

- In kind staff-time match for sustainable community planning grants for modeling/public outreach
- Regional travel demand modeling and GIS mapping support
- community bike and complete street plans

- community visioning/design workshops
- 2D/3D community visualizations
- transportation impact fee programs
- general plan circulation element updates
- Early transportation project development planning studies

Member Agencies Email Sustainable Community Planning/Project Development Ideas to Kern COG by Thursday, September 30, 2021 - Under this Kern COG local government assistance program, staff can recommend that technical assistance resources be prioritized for agencies with the greatest potential need (see monitoring section below). Agencies must request technical assistance in writing by September 30, 2020 for consideration. Requests may be made by email and should include a brief preliminary scope and budget regarding the planning level work needed. Agencies are encouraged to contact COG staff for assistance in developing the request for sustainable community strategy and planning funds. Staff will provide assistance in deciding which grant resources (see attachment 1) are most appropriate. Please contact Rob Ball - 661-635-2902, rball@kerncog.org or Linda Urata - 661-635-2904, lurata@kerncog.org.

Member Agencies Provided with Free Access to GrantFinder.com - Kern COG has secured GrantFinder software licenses on behalf of its member agencies, and local public transit agencies for the period ending May 31, 2021, which may be extended. GrantFinder (<http://grantfinder.com>) is a real-time database of federal, state, and private grant opportunities tailored to municipalities and nonprofits. The program allows users to tailor their grant searches to their needs. To receive access, the member agency may designate up to two users on the attached form and return it to Linda Urata, Regional Planner. Currently all member agencies have access except for Shafter and the County (which reported maintains their own licenses). GrantFinder training is available by request; Kern COG hosted a workshop most recently on June 23, 2020. Program contact: Linda at 661-635-2904 or lurata@kerncog.org or Susanne Campbell scampbell@kerncog.org.

Prioritized Funding Policy for More Sustainable Projects - In November 2012 and most recently updated in March 2019, the Kern COG Board adopted the new project delivery policies and procedure (<https://www.kerncog.org/policies/>) to assist the region in promoting projects that better match the goals of the RTP/SCS. Dependent on the funding category, the procedure provides points for ranking projects for future funding. Based on the ranking, up to half of the points go to projects that promote more sustainable/livable communities and lower air emissions. Since this policy and procedure update, Kern COG has funded park & ride facilities in California City and South Bakersfield, the Golden Empire Transit District has implemented a new/more convenient rapid bus corridor/microtransit network, and the City of Tehachapi has adopted the first city-wide “form-based-code” General Plan in California. These types of projects are proliferating in the region in part because of new local project delivery policies.

Monitoring Data Feedback

The table in Attachment 2 shows the latest modeling of auto Vehicle Miles Traveled (VMT) per person (household population + employment by place of work) from the adoption of the 2018 RTP. The total shows a 3.2 percent decrease in VMT. All regions show lower VMT per capita household population + employment by 2042 compared to 2017. The following regions have seen an increase in VMT compared to the prior RTP: Greater Arvin, Tehachapi, Ridgecrest, Maricopa, Frazier Park, Shafter, McFarland, Wasco, Lake Isabella, and Cal City/Mojave.

This technical and grant writing assistance program is a strategy in the 2018 RTP and will continue to be funded as planning funds and grants are available. Subject to the Board’s direction, Kern COG resources could be prioritized to communities that may be showing difficulty in making progress towards reducing emissions and passenger vehicle travel. Grants and incentives are subject to state and federal funding requirements.

Attachments

- Attachment 1 - Kern Sustainable Community Grant Resources – September 2020
- Attachment 2 – 2018 RTP/SCS Change in Daily Auto Miles Traveled
- Attachment 3 - Kern Sub Area Index and Vehicle Miles Traveled Maps

ACTION: Information. Technical/grant writing assistance requests from member agencies are due to Kern COG by September 30, 2021.

Attachment 1

Kern Sustainable Community Grant Resources – September 2021

Kern Council of Governments

Technical Assistance Program – Email Request to Rob Ball rball@kerncog.org or Becky Napier bnapier@kerncog.org due by **Thursday, 5PM September 30, 2021**.

Requests may be made by email and should include a draft scope, budget and timeline regarding the planning need. Agencies are encouraged to contact COG staff for assistance in developing the request for planning resources and strategizing which sources are most appropriate. Awards are subject to available funding, need, and past geographic distribution of past awards. The awards will be used in developing the programming for next fiscal year's Kern COG Overall Work Program. Past awards have included:

- Travel modeling and GIS mapping support technical support
- In-kind staff time in data collection/outreach to help match a sustainable planning grant
- Grant writing assistance
- Community bike and complete street plans
- Community visioning/design workshops
- Transportation impact fee programs
- General plan circulation element updates
- Transportation project development planning studies

San Joaquin Valley Air District

Grants and Incentive Programs - <http://valleyair.org/grants/> - Some applications accepted year-round.

- **Bike Paths** provides funds to establish bicycle infrastructure such as Class I or Class II bicycle paths
- **E-Mobility Commerce** provides funds to develop or expand electronic telecommunication services
- **Public Benefit** provides funds to purchase new, alternative-fuel vehicles and infrastructure and develop advanced transit and transportation systems
- **Charge Up!** Provides funds for businesses and public agencies to purchase and install electric vehicle chargers for public use.
- **Plug in Electric Vehicle Resources Center** provides information about plug-in electric vehicles including available incentive funding, charging infrastructure and locations, and the District's activities to increase and sustain electric vehicles in the Valley
- **Public Transportation Subsidy and Park & Ride Lots** provides funds to subsidize transportation passes for bus, shuttle and commuter rail services. Funds are also available for the construction of park and ride lots
- **Alternate Fuel Mechanic Training - Heavy Duty Waste Haulers - School Bus Programs - more**

Eastern Kern Air Pollution Control District

DMV Grant and Voucher Program – www.kernair.org – Contact: Jeremiah Cravens: 661-862-5251.

- **DMV Vehicle Voucher Program** (\$1-\$4k) funding available ongoing for eligible low or no emission vehicles for residents, businesses, schools, organizations, government agencies, municipalities located within Eastern Kern County.
- **DMV Grant Program** (\$50k max. per project) EV Charging or CNG refilling stations, Alternative Fuel Mechanics Training, Public Education, and Innovative Vehicle-Related Emission Reduction Proposals accepted. . **Applications opened annually. 2020 program closed in February.**

Caltrans

Sustainable Transportation Planning Grants FY 2021-2022 - Applications scheduled to be released in early fall 2020 with a due date in mid-fall 2020. <https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants>

Active Transportation Program (ATP) – <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle5>

The California Transportation Commission (CTC) announced the ATP Cycle 5 Call for Projects on March 25, 2020. Cycle 5 is expected to include about \$440M in ATP funding made up of Federal funding, State SB1 and State Highway Account (SHA) funding. The funding/programming years include the 21/22, 22/23, 23/24 and 24/25 fiscal years. Applications due for Quick-Build Projects July 15, 2020. All other project applications due September 15, 2020.

Transportation Planning Resources – <http://www.dot.ca.gov/hq/tpp/grants.html>

Strategic Growth Council (SGC)

Affordable Housing and Sustainable Communities (AHSC) Program make it easier for Californians to drive less by making sure housing, jobs, and key destinations are accessible by walking, biking, and transit. AHSC Round 6 is processing on schedule. <https://sgc.ca.gov/programs/ahsc/>

Transformative Climate Communities (TCC) Program empowers the communities most impacted by pollution to choose their own goals, strategies, and projects to reduce greenhouse gas emissions and local air pollution. The SGC approved Round 3 awards on June 26, 2020. The TCC Program does not currently have funding allocated a fourth round of awards <https://sgc.ca.gov/programs/tcc/>

California Housing and Community Development Department

The California Department of Housing and Community Development (HCD) has a list of housing programs that currently have funding available: <https://www.hcd.ca.gov/grants-funding/active-funding/index.shtml>

- **Senate Bill 2 (SB 2) Planning Grants** –provides one-time funding and technical assistance to all eligible local governments in California to adopt, and implement plans and process improvements that streamline housing approvals and accelerate housing production. To view where awards were made, you may visit the Planning Grants and Local Housing Strategies Map here: <http://cahcd.maps.arcgis.com/apps/MapSeries/index.html?appid=c0b0f1f398774e9c805ef0ebcf4ebd45>
- **Regional Early Action Planning (REAP)** program helps council of governments (COGs) and other regional entities collaborate on projects that have a broader regional impact on housing. Grant funding is intended to help regional governments and entities facilitate local housing production that will assist local governments in meeting their Regional Housing Need Allocation (RHNA). <https://www.hcd.ca.gov/grants-funding/active-funding/reap.shtml>
- **Local Early Action Planning (LEAP)** program assist cities and counties to plan for housing through providing over-the-counter, non-competitive planning grants. <https://www.hcd.ca.gov/grants-funding/active-funding/leap.shtml>

California Natural Resources Agency - <https://resources.ca.gov/grants>

The California Natural Resources Agency Bonds and Grant unit administers various programs. They offer listserv registration for some program notifications. For instance, the Environmental Enhancement and Mitigation Program is an annual program offering grants to local, state and federal governmental agencies and to nonprofit organizations for projects to mitigate the environmental impacts caused by new or modified

public transportation facilities. Visit the website to obtain information about the various programs, project eligibility requirements and application due dates.

California Air Resources Board – <https://www.arb.ca.gov/ba/fininfo.htm>

Air Pollution Incentives, Grants and Credit Programs - Multiple granting programs. Visit the website to obtain project eligibility requirements and application due dates.

California Energy Commission - <https://www.energy.ca.gov/funding-opportunities>

The California Energy Commission offers a variety of funding opportunities to advance the state's transition to clean energy and transportation through innovation, efficiency, and the development and deployment of advanced technologies.

United States Department of Energy | Energy Efficiency & Renewable Energy | Alternative Fuels Data Center - <https://afdc.energy.gov/states/ca>

California Transportation Data for Alternative Fuels and Vehicles - Find transportation data and information about alternative fuels and advanced vehicles in California, including laws and incentives, fueling stations, fuel prices, and more.

UpLift California Resource Guide – <http://upliftca.org/resource-finder/> Whether you're a community group looking to plant trees or expand clean transit, or a family looking to cut your electricity bill, find electric car rebates or get help with energy conservation, find out how California's climate investments can help you.

Attachment 2 – How Sub Areas of Kern County are Doing on Reducing Vehicle Miles Traveled.

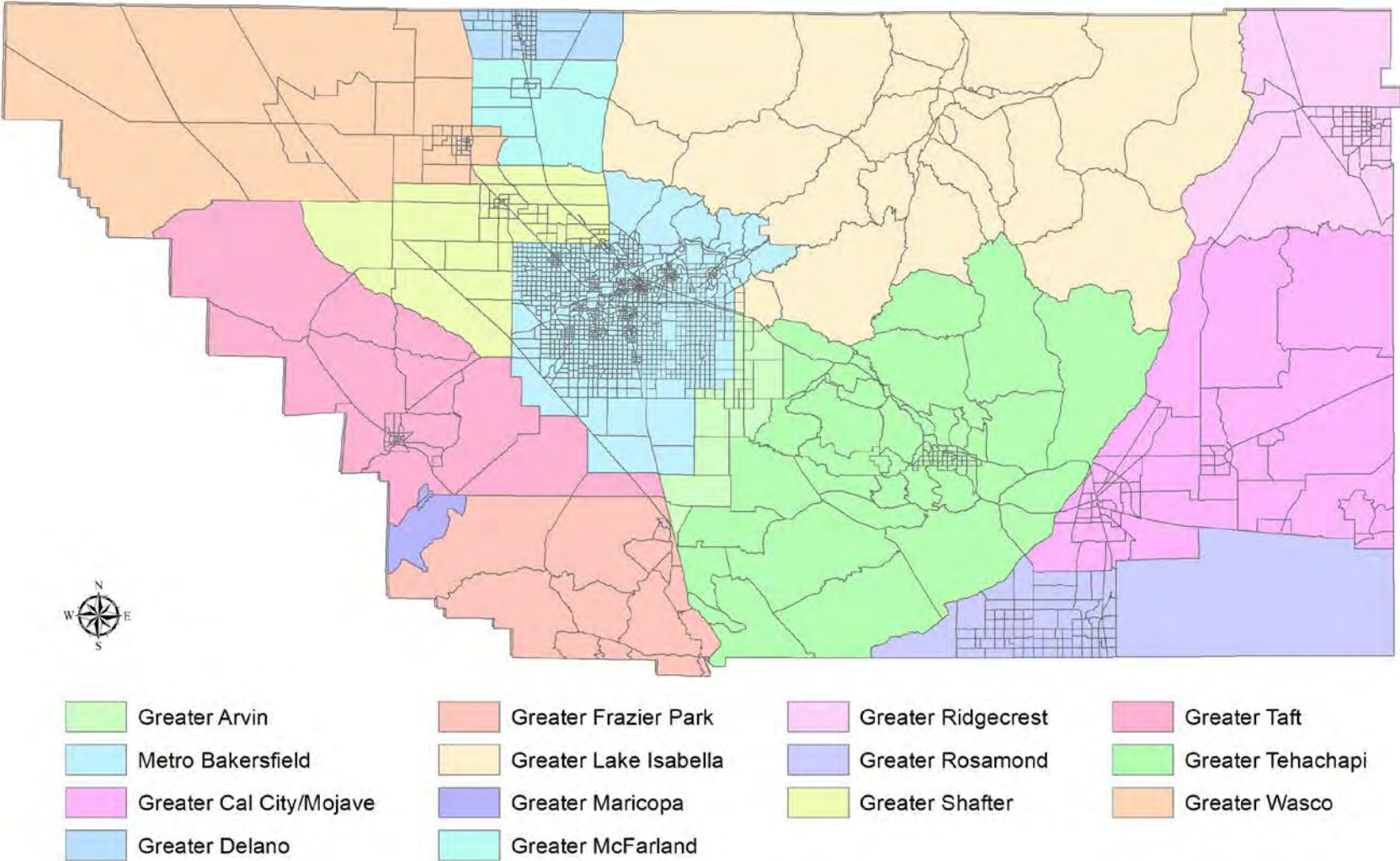
2018 RTP Change in Daily Auto Miles Traveled Compared to the Old Plan

	Auto Vehicle Miles Traveled within Kern (no pass thru travel)			Persons = Household Population + Employment (by place of work)			Auto Miles Traveled/Person			% Change from Base 2017		Progress Compared to Old Plan
	Base	Old Plan	Plan	Base	Old Plan	Plan	Base	Old Plan	Plan	2017 & Old Plan	2017 & Plan	
	2017	2042		2017	2042		2017	2042		2042		
	(miles)			(persons)			(miles/person)			(percent)		
Greater Rosamond	1,424,287	2,857,622	1,926,427	32,986	80,062	48,509	43.18	39.71	35.69	-8.0%	-17.3%	-9.3%
Greater Delano	2,896,802	3,314,385	3,570,784	63,899	77,019	78,076	45.33	45.73	43.03	0.9%	-5.1%	-6.0%
Greater Taft	1,322,416	2,024,318	2,115,757	30,996	43,508	44,182	42.66	47.89	46.53	12.2%	9.1%	-3.2%
Metro Bakersfield	14,823,804	22,794,427	23,382,511	773,107	1,184,550	1,204,425	19.17	19.41	19.24	1.2%	0.4%	-0.9%
Greater Cal City/Mojave	1,390,083	3,053,367	2,966,993	26,837	59,127	57,995	51.80	51.16	51.64	-1.2%	-0.3%	0.9%
Greater Lake Isabella	727,496	1,357,489	1,167,005	20,366	33,158	28,940	35.72	40.32	40.94	12.9%	14.6%	1.7%
Greater Wasco	1,729,971	2,504,823	2,467,648	40,350	63,343	66,109	42.87	37.33	39.54	-12.9%	-7.8%	5.2%
Greater McFarland	1,027,697	1,306,578	1,405,134	21,585	27,256	31,270	47.61	44.94	47.94	-5.6%	0.7%	6.3%
Greater Shafter	2,044,258	4,362,884	4,148,898	45,996	102,333	107,422	44.44	38.62	42.63	-13.1%	-4.1%	9.0%
Greater Frazier Park	669,126	1,638,896	1,386,417	12,784	30,084	28,084	52.34	49.37	54.48	-5.7%	4.1%	9.8%
Greater Maricopa	54,688	73,434	62,391	1,523	1,685	1,621	35.90	38.50	43.59	7.3%	21.4%	14.2%
Greater Ridgecrest	1,066,753	2,137,742	1,734,660	48,158	71,568	66,669	22.15	26.02	29.87	17.5%	34.8%	17.4%
Greater Tehachapi	1,703,499	5,361,752	4,765,416	43,286	100,215	102,761	39.35	46.37	53.50	17.8%	36.0%	18.1%
Greater Arvin	870,717	1,400,931	1,455,938	29,633	34,694	42,537	29.38	34.23	40.38	16.5%	37.4%	20.9%
Total / Average:	31,751,596	54,188,649	52,555,979	1,191,506	1,908,604	1,908,600	26.65	28.39	27.54	6.5%	3.3%	-3.2%

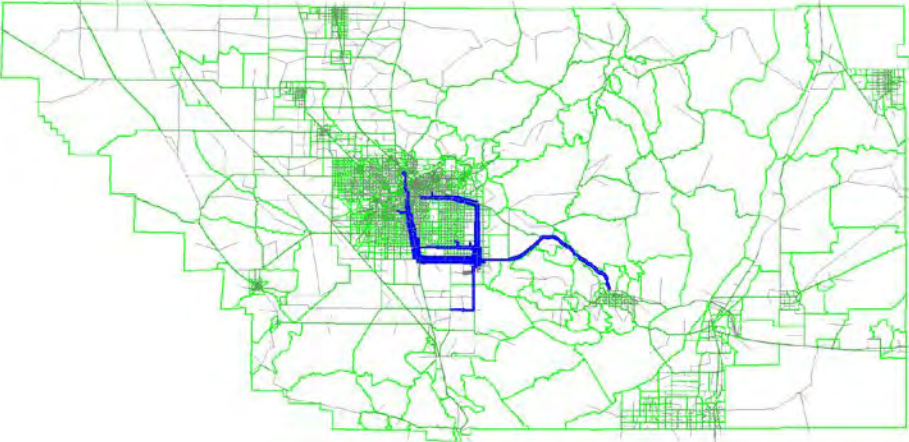
Note that this reporting is voluntary and for advisory purposes only. Future year values are estimated based on the latest land use assumptions and are updated every four years. These assumptions can vary widely from year to year based on recent changes in the local development activity and other variables. Although average travel per person includes areas outside each sub area (see spider diagram maps below), they do not include travel outside the county possibly skewing the results of sub areas nearer the edge of the County. This analysis is updated with the RTP once every 4 years. The analysis shows that Bakersfield and Ridgecrest have the lowest travel per person possibly because these regions are fairly self-contained having sufficient amenities such as hospitals.

Attachment 3 – Map of Sub Areas

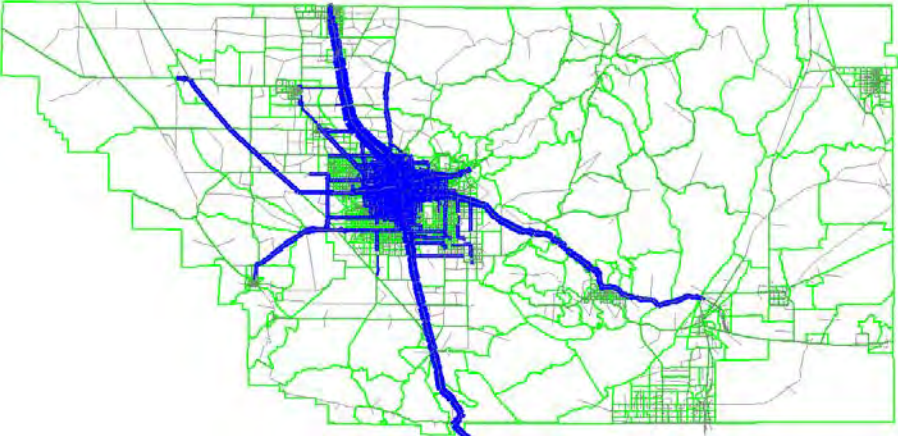
Transportation Analysis Zones (TAZs) by Regional Statistical Areas (RSAs)



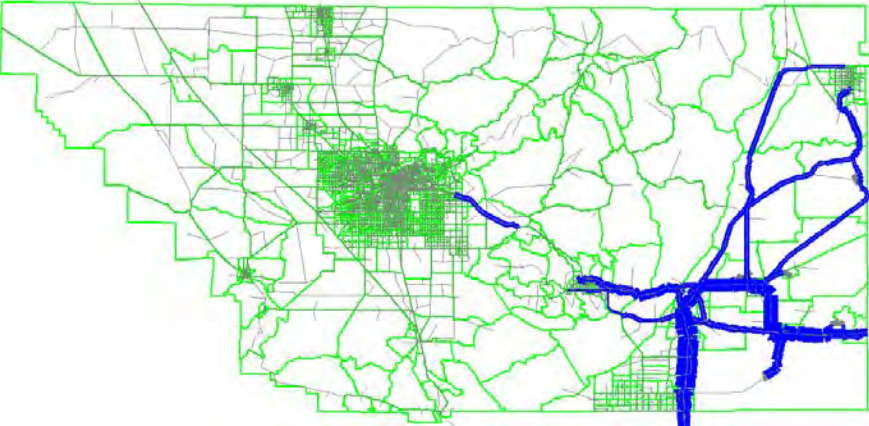
Greater Arvin



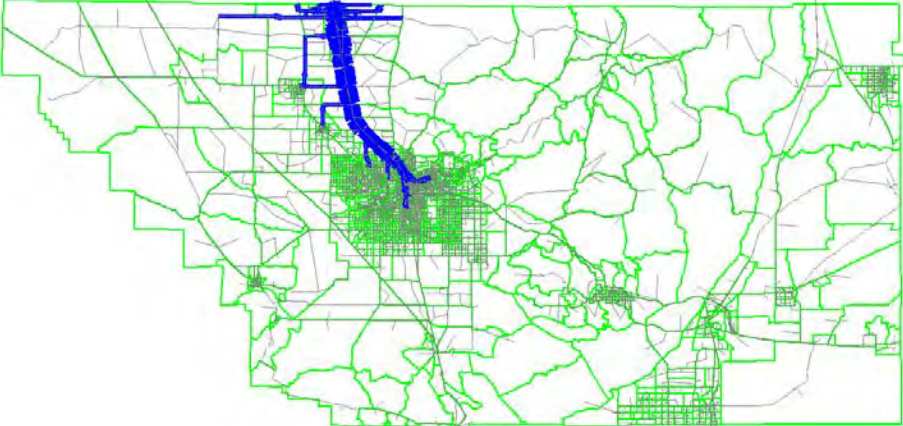
Greater Bakersfield



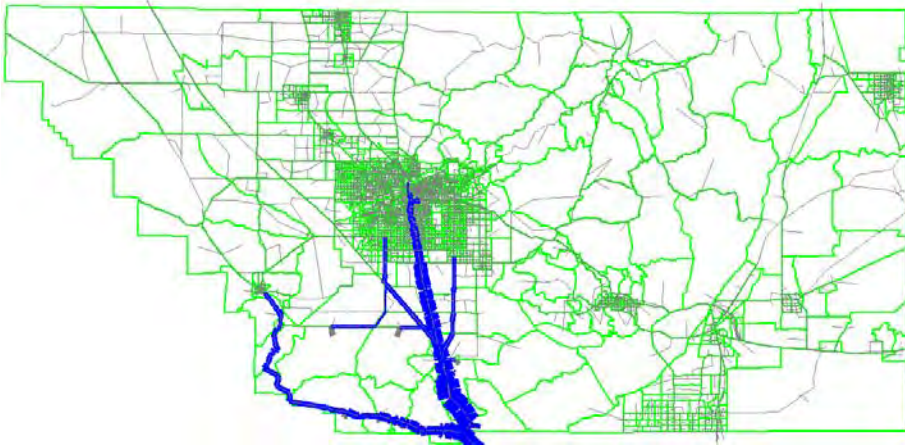
Greater California City / Mojave



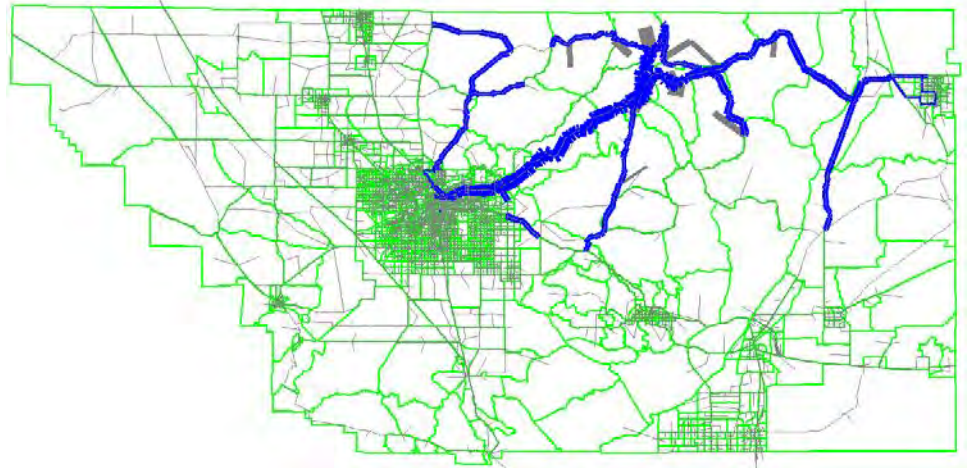
Greater Delano



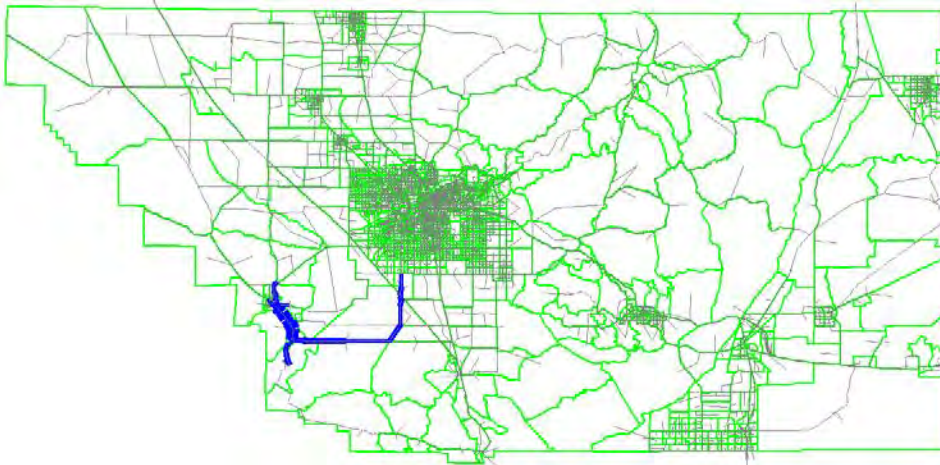
Greater Frasier Park



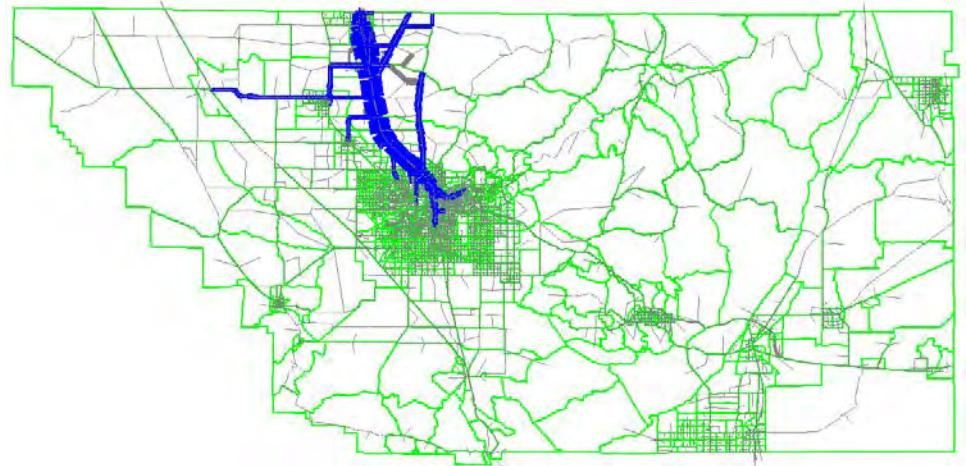
Greater Lake Isabella



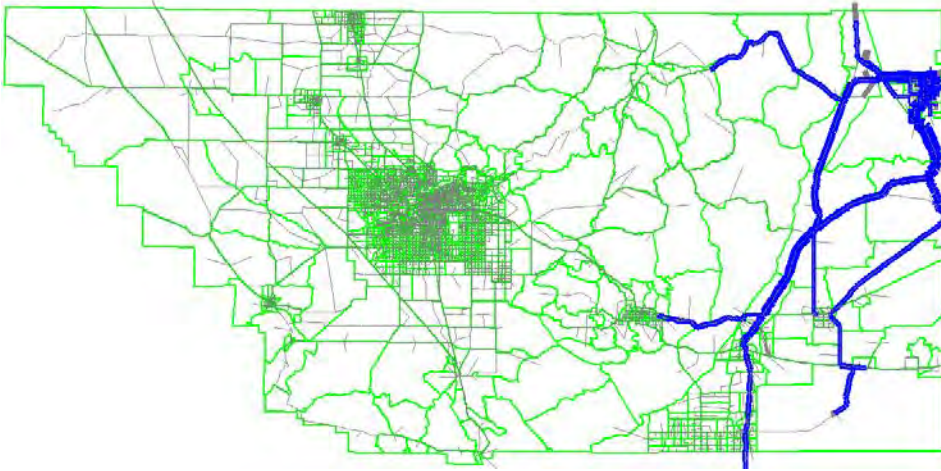
Greater Maricopa



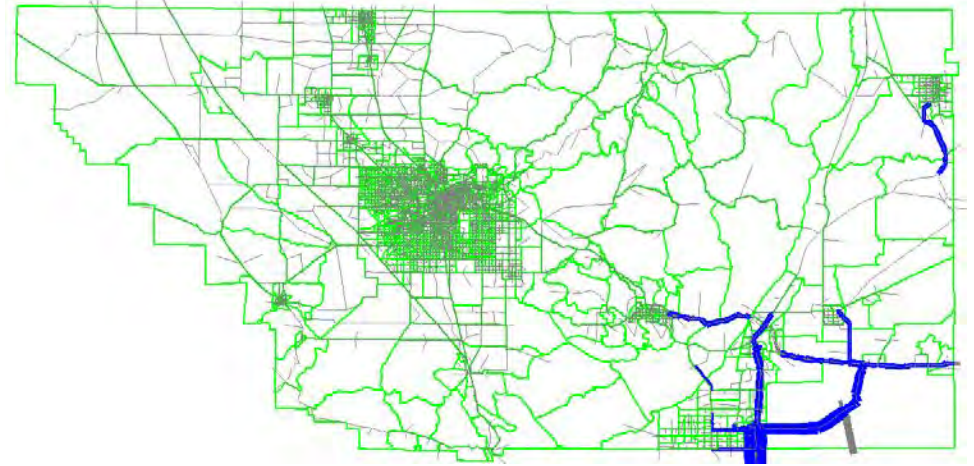
Greater McFarland



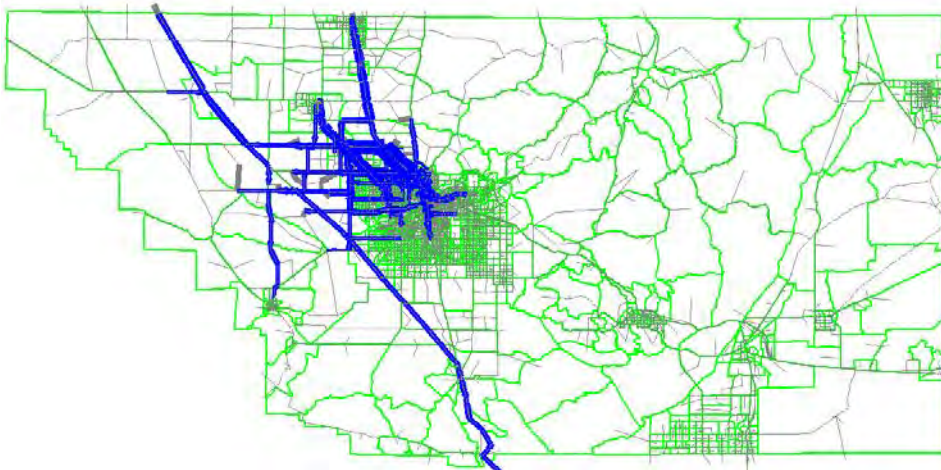
Greater Ridgecrest



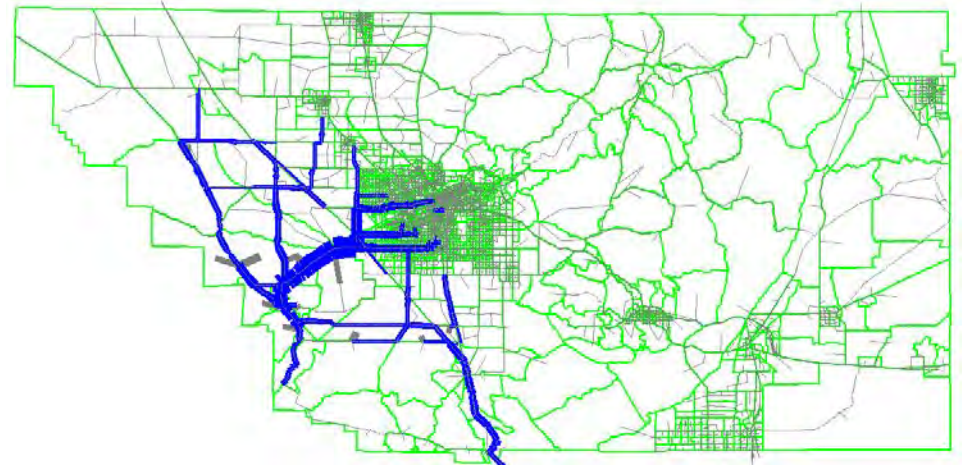
Greater Rosamond



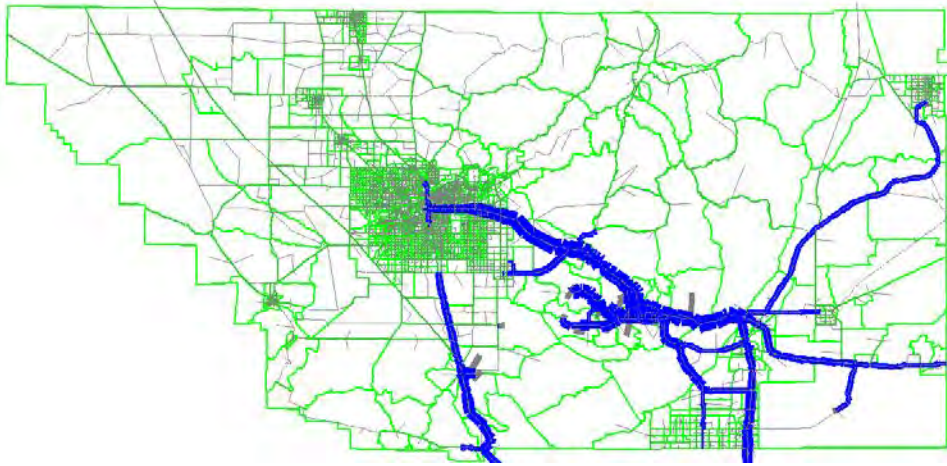
Greater Shafter



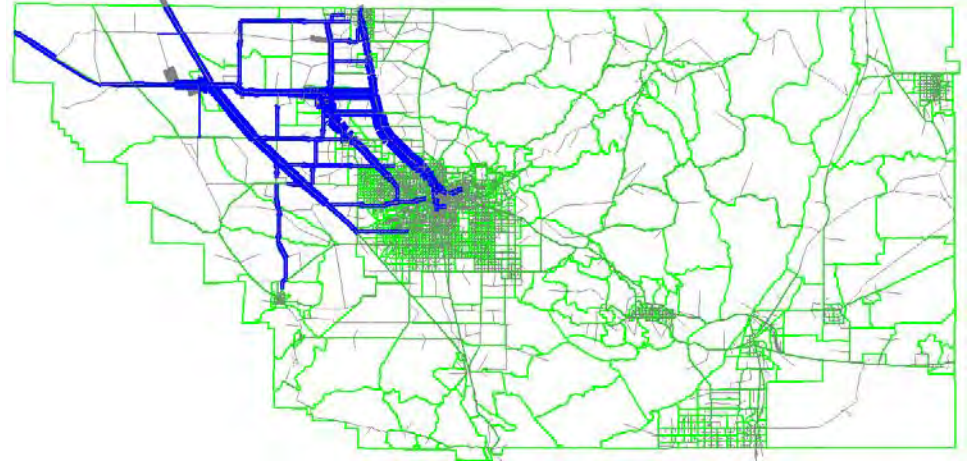
Greater Taft



Greater Tehachapi



Greater Wasco





XI. TTAC

September 1, 2021

TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: Ahron Hakimi
Executive Director
By: Linda Urata
Regional Planner

SUBJECT: TTAC AGENDA ITEM: XI.
Mobility Innovations and Incentives Program - Status Report

DESCRIPTION:

To help meet stringent air quality standards, Kern COG promotes deployment of alternative fuel vehicle technologies. This report provides staff activity information and provides funding information.

DISCUSSION:

Kern COG staff carry out Mobility Innovations and Incentives Program elements while telecommuting for COVID-19 compliance. This summary report covers the period May 1, 2021 to July 31, 2021.

OWP WE 603.3 Mobility Innovations and Incentives

Kern COG staff worked on several of the tasks identified in the OWP WE 603.3 (and WE 203.3).

- Sponsored a Best Drive EVer Webinar held on June 10, 2021
- National Drive Electric Week Best Drive EVer test drive event planning for October 9, 2021
- Electric Vehicle Media Campaign planned to support the Best Drive EVer Event
- Teachers Solar Car Curriculum Workshop will be held in Tehachapi on October 23, 2021
- Participation on the San Joaquin Valley EV Partnership monthly meetings
- Kern COG staff worked with the SJVEVP to secure a grant from the East Kern Air Pollution Control District to Project Clean Air for the purchase of a BEAM EV ARC and two Level 2 Charging Stations for California City. The agreement was awarded during this reporting period.
- Kern COG staff provided technical assistance to Tesla regarding several projects or potential projects (new chargers at Copus Road, a workforce development program, introduction to the Tejon Tribe for Hard Rock, and other initiatives), Marianne Mintz (Argonne National Labs) for a California Renewable Natural Gas Fact Sheet; SJVEVP for the production of three videos relating the EV Customer Experience (LINK); Ollie Danner, Business Development for EVEN Recharge; shared Calstart Zero Emission Bus in the San Joaquin Valley Workgroup notices; electric shuttle pricing in advance of the release of HVIP funding; a ReMax Realtor Agent seeking information about EVSE for a property he represents in Bakersfield; general public in Ridgecrest, letters of support for grant proposals.

OWP WE 603.4 Kern 2019 Electric Vehicle Charging Station Blueprint Phase II Implementation (California Energy Commission [CEC] Agreement ARV-20-010) The following activities occurred during this report period:

- Fully executed grant agreement on May 20, 2021

- Grant Agreement Kickoff Meeting with the CEC held June 8, 2021
- Site Host Partners Kickoff Meeting held June 29, 2021
- Site Partners seek signatures for MOUs
- Site Partners submit their first Monthly Reports on July 30, 2021 using a template created by Kern COG. Reports indicate several charging station projects are underway.
- Kern COG submitted two monthly reports to the CEC.
- Kern COG worked to promote the EVITP.org workshops for State-Certified Electricians held in June and August. If six or more electricians register from the Central Valley, Kern COG will sponsor a Bakersfield testing location, so travel to Los Angeles will not be necessary.
- Kern COG met with CEC staff on July 20, 2021 regarding an increase in program funding of \$1.8 million. A revised Scope of Work, Schedule of Deliverables, and Budget is due in mid-September to the CEC.

OWP WE 603.5 Medium-Duty and Heavy-Duty Zero Emission Vehicle Infrastructure Blueprint grant from the California Energy Commission (CEC) Agreement ARV-21-XXX

- On July 15th, the Kern COG Board of Directors Approved entering into an agreement with the CEC to accept a grant of \$199,929 to develop a MD|HD EV Infrastructure Blueprint for Kern County.
- On July 15th, the Kern COG Board of Directors approved entering into an agreement with Gladstein, Neandross and Associates to serve as the project consultant for an amount not to exceed \$177,334.
- Kern COG staff and GNA have begun to identify public and private sector participants for the Working Group and/or for project development.

A kickoff meeting will be scheduled with the CEC and GNA when the contract documents are prepared by the CEC, estimated to be the first week of September.

The CALeVIP program funding in the San Joaquin Valley shows \$1,179,000 available for Level 2 Charging in Kern County as of August 20, 2021. Additionally, the website states that for Level 2 charging, \$1,012,000 has been reserved and \$434,000 has been provisionally reserved. For DC Fast Charging, \$2,520,000 has been reserved and \$105,000 has been provisionally reserved. 32% of funds have been reserved or issued to Disadvantaged Communities which exceeds the program minimum goal of 25%. The program received applications in excess of \$11,205,000 of DC Fast Charger Funds available. For information, visit <https://calevip.org/incentive-project/san-joaquin-valley>.

Kern COG staff is working with UC Davis, Dynamic Solutions, and the grant partners to plan an event on November 17, 2021 Trucking with Natural Gas Showcase at Southern California Gas Company in Bakersfield to announce the preliminary results from the I5 Freight Zero Emissions Route Operations (ZERO) Pilot Study. Data collection scheduled for the week of September 20th.

ACTION: INFORMATION



XII. TTAC

September 1, 2021

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: XII.
AB 140 Regional Early Action Planning (REAP) Grant Program of 2021

DESCRIPTION: July 11, 2021, the California Legislature amended AB 140 to include the housing trailer bill language for the Fiscal Year 2021-22 budget. The bill was signed by the Governor and Chaptered on July 19, 2021.

DISCUSSION: Section 15, Chapter 3.15 is added to the Health and Safety Code creating a structure for distributing \$600 million statewide for the Regional Early Action Planning Grant Program for 2021 (often referred to as REAP 2.0). The structure for REAP 2.0 is very similar to REAP 1 insofar as each region will be able to propose a budget or plan that reflects regional needs and circumstances for approval, provided the proposed expenditures are consistent with the broad guidelines of the program. The primary eligible entity for the largest part of the program will be Metropolitan Planning Organizations (MPOs), MPOs are authorized to sub allocate funds to "eligible entities," which include a city, county, transportation agency, or tribal entity. Most of the funding will be made available to MPOs to fund transformational infrastructure and planning programs as defined.

Using the published AB 140 formula for MPOs, the Kern Council of Governments may receive an **unofficial apportionment of \$12,670,718**. Specific eligible uses for the funds are included in the list below:

- Providing technical assistance, planning, staffing, or consultant needs.
- Administering any programs described in this subdivision.
- Rezoning and encouraging development by updating planning documents.
- Revamping local planning processes to accelerate infill development.
- Completing environmental clearance to eliminate project-specific review for infill.
- Establishing and funding an affordable housing catalyst fund, trust fund, or revolving loan efficient projects.
- Infrastructure planning and upgrades like sewers, water systems, transit, roads, or other facilities to enable a reduction in VMT, including accelerating housing.
- Implementing a vision-zero program, a safety plan, and a slow streets program.
- Developing bicycle, pedestrian and multi-modal infrastructure plans and policies.
- Investing in infrastructure projects and other programs to expand active transportation and implement bicycle or pedestrian plans.
- Producing multimodal corridor studies.
- Reducing driving, including studying and implementing road pricing.
- Establishing a VMT impact fee or regional VMT mitigation bank.
- Parking and transportation demand management programs or ordinances.
- Accelerating infill housing production near jobs, transit, and resources.

- Increasing transit ridership, including through seamless regional transit systems, including establishing common fares, schedules, service design, and wayfinding.
- Implementing multimodal access plans to and from transit facilities.
- Planning for additional housing near transit.

Time is of the essence, the Bill states the following: “Until December 31, 2022, an eligible entity may request an allocation of funds pursuant to this section by submitting an application...” The bill also states: “A recipient of funds under the program shall expend those funds no later than June 30, 2024.”

At the July 2021 Kern COG Board meeting, the Kern COG Board adopted the fiscal year 2021-22 TDA Article 3 Program of Projects and the fiscal year 2021-22 Alternative Transportation Program (ATP) Augmentation Program of Projects. The TDA Article 3 Program of Projects identified \$1,292,145 of eligible projects to match against \$340,258 of available annual funding. As a result, the Board placed a moratorium on soliciting future projects until the remaining unfunded projects could be funded a difference of \$951,895.

At the same July 2021 Kern COG Board meeting, the Kern COG Board adopted the Cycle 5 Alternative Transportation Program (ATP) Program of Projects. The adopted Cycle 5 ATP Program of Projects only included projects that were scored by the State as eligible for funding. Other local ATP projects scored beneath the State’s eligible funding list.

Once REAP projects are identified and selected for AB 140 funding any remaining AB 140 funds should be used to fund other selected eligible projects. Since bicycle and pedestrian projects are eligible for funding under the AB 140 legislation, Kern COG staff recommends conducting an AB 140 workshop and inviting members of the Transportation Technical Advisory Committee to determine how much of the AB 140 funds should be used to fund the balance of TDA Article 3 projects and investigate how much remaining AB 140 funds should be used to fund ATP projects that fell below the State’s funding threshold.

Action: Direct staff to host an AB 140 workshop to determine to fund TDA Article 3 and Cycle 5 ATP projects.



XIII.
TTAC

September 1, 2021

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: XIII.
FY 2021-22 TDA Article 3 Program of Projects Amendment

DESCRIPTION: Possible Amendment of FY 2021-22 TDA Article 3 Program of Projects Amendment to address County of Kern's Bike Trail Extension at Kern River Golf Course.

DISCUSSION: On September 23, 2019, Kern COG staff sent a letter to Kern County Public Works staff to announce the award of TDA Article 3 funds to three Kern County Bike and Pedestrian projects:

1. \$8,000 to fund bicycle and safety programs;
2. \$12,000 to provide bicycle parking; and
3. \$464,005 to fund the extension of the Kern River Bikepath in the area of the Kern River Golf Course and Lake Ming. \$20,000 was available at the time, while the remaining funding would be paid in FY 2020-21 in the amount of \$222,003 and in FY 2021-22 in the amount of \$222,002.

The first two projects have been funded and delivered. The third project is currently being challenged by the public and may delay or eliminate the project being delivered. Kern COG staff recommends members of the Transportation Technical Advisory Committee convene a TDA Article 3 workshop and allow Kern County staff the opportunity to discuss the Kern River Golf Course Bike Path Extension project to determine if the funds totaling \$445,005 should be reassigned to another project.

Action: Direct staff to host a TTAC workshop to determine the possible reassignment of the County's TDA Article 3 Kern River Golf Course Bike Path Extension funds to another eligible project.



September 1, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Joseph Stramaglia,
Project Delivery Team Lead

SUBJECT: TTAC AGENDA ITEM: XIV.
2022 Regional Transportation Improvement Program

DESCRIPTION:

Every two years in the odd-numbered year, regional transportation planning agencies are to submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission for their approval in December of the same odd-numbered year.

DISCUSSION:

The California Transportation Commission (CTC) has initiated the 2022 Regional Transportation Improvement Program (2022 RTIP) process at their January 27– 28, 2021 meeting to develop a statewide 2022 State Transportation Improvement Program (2022 STIP) for projects of regional significance. The general order of this process is 1) CTC develops a statewide 5-Year regional share fund estimate; 2) CTC updates 2022 STIP guidelines; 3) regions submit RTIP's; and 4) the CTC consolidates RTIP's and approves the 2022 STIP.

2022 Regional Transportation Improvement Program Schedule		
January 2021	CTC	Adopted 2022 STIP Fund Estimate Schedule
March 24-25, 2021	CTC	Present Fund Estimate Assumptions to Commissioners
May 12-13, 2021	CTC	Adopt Fund Estimate Assumptions
May 19, 2021	KCOG	Regional Workshop
June 23-24, 2021	CTC	Present Draft Fund Estimate
July 21, 2021	KCOG	Regional Workshop
August 18-19, 2021	CTC	Adopt Statewide Fund Estimate and Guidelines
September 22, 2021	KCOG	Regional Workshop – discuss Draft 2022 RTIP CIP
September 1 & 16, 2021	KCOG	Circulate Draft 2022 RTIP TTAC & TPPC
October 6 & 21, 2021	KCOG	Circulate Final 2022 RTIP TTAC & TPPC
November 3 & 18, 2021	KCOG	Regional Adoption of 2022 RTIP TTAC & TPPC
December 15, 2021	KCOG	Submit 2022 RTIP to the CTC by December 15, 2021
Jan 27 & Feb 3 2022	CTC	Conduct Northern/Southern California Public Hearing
February 28, 2022	CTC	CTC to publish staff recommendations for 2022 STIP
March 23-24, 2022	CTC	Adopt 2022 STIP

The process for the region is to 1) establish new programming capacity defined by the state's fund estimate; 2) assess current regional project needs including cost estimate updates; 3) develop a Capital Improvement Program (CIP); and 4) regionally adopt 2022 RTIP CIP for submission to the CTC by December 15, 2021.

Updates this month to the Kern COG 2022 RTIP Process – The California Transportation Commission adopted the Fund Estimate and STIP Guidelines at their August 18-19, 2021 meeting. The Fund Estimate includes RTIP County Shares to use in project programming for regional agencies and determines the amount of new programming that can be proposed in the 2022 RTIP. Attachment G, is a funding table taken from the Final 2022 Fund Estimate. It reflects a baseline County Share amount of \$13.879 million for Kern COG which is a slight increase from the draft. \$23.852 million is the maximum amount based on a 5-year estimate but would require other regions to program less. The final Fund Estimate and Guidelines will be posted with other 2022 RTIP resources at: <https://www.kerncog.org/category/docs/rtip/>. Two versions of the Administrative Draft 2022 RTIP CIP were circulated in August with Version 2 reflecting the revised County Share amount of \$13.879 million. Attachment A reflects the Draft 2022 RTIP CIP. Also, the Kern COG 2022 RTIP Workshop No. 3 scheduled for September 22, 2021 at 10:00 AM will be a combination in-person and virtual meeting. The Workshop will focus on the Draft 2022 RTIP CIP.

Current 2020 STIP as Adopted - Kern COG projects in the current 2020 State Transportation Improvement Program include highway capacity projects on State Routes 14, 46 and 58. It must be noted that specific regional actions from the 2020 RTIP cycle affect how the 2022 RTIP cycle program of project recommendations is developed. First, because there was no new funding capacity for the 2020 RTIP cycle, a regional decision of note was to defer \$30 million from a Caltrans partnership project at State Route 58 and 99 in order to advance construction of the final phase of State Route 46 widening project near Interstate 5. Because the 58 / 99 auxiliary lane project was deferred, it was also removed from the STIP. It is the region's intent that RTIP funding be used to supplement other state construction funding in the State Highway Operations Protection Program (SHOPP). It is staff's intention to restore this programming if there is funding capacity to do so and if Caltrans is advancing the design of the auxiliary lane.

The second important action of note taken during the 2020 RTIP cycle was to elevate the need for truck climbing lanes on State Route 58 east of Bakersfield. It is the region's intent that this project will also become a SHOPP project. However, the RTIP process could play a future role in advancing pre-construction phases to develop the project. Significant coordination with Caltrans will be required for both the auxiliary lane and truck-climbing lane projects. The third important action that the Board approved was on State Route 14, the Freeman Gulch widening project, which came to a stand-still when Caltrans was unable to offer its 40% of funding for these partnership projects with Inyo and Mono County. As a result, the Kern COG Board agreed with staff that the Freeman Gulch projects for segments 2 or 3 could not advance without the Caltrans funding partnership intact.

These projects are part of the 2020 State Transportation Improvement Program and reflected in a recent CTC document called the 2020 Report of STIP Balances County and Interregional Shares, or, the 2020 Orange Book. This publication presents current programming for regions statewide including the status of any allocation or other project activity. Attachment A of this report includes the report pages with Kern activity listed. This information will be the point of beginning for establishing the proposed regional Capital Improvement Program which will be developed over the next several months. The table below provides construction status of projects from either the 2018 STIP, the 2020 STIP, or both.

SR 14 Freeman Gulch	Segment 2 - this project is currently in the design phase but is shelved
SR 46 Widen Seg 4A	Construction was completed in 2020
SR 46 Widen Seg 4B	This project is currently under construction
SR 46 Widen Seg 4C	This project is scheduled for construction in 2022
SR 58 Centennial	Centennial Corridor – Mainline: this project is currently under construction
SR 58 & 99 Aux Lane	This is a Caltrans partnership project not ready to advance
SR 58 Truck Climbing Lanes	This is a Caltrans partnership project now being introduced to the STIP
SR 204 / Hageman	This is a local project now being introduced to the STIP

2020 STIP funding – It is important to recap that the adopted Fund Estimate established for the 2020 STIP cycle did not provide new programming for California regions in the outer two years of programming. As a result, regions were not able to advance new phases of work for projects already in progress. For Kern, the Board approved the decision to move \$30 million of existing programming from Metropolitan Bakersfield out to the State Route 46 widening project that was in progress and in need of final funding to secure construction. This transfer of programming was at the core of the Kern 2020 RTIP cycle.

Update of Kern COG Project Delivery Policies and Procedures – In March of 2019, the Kern COG Board adopted the latest version of the Kern COG Project Delivery Policies and Procedures document which included updates to Chapters 1, 2 and 3. Chapter 3 focuses on the Regional Transportation Improvement Program process. The purpose of the update was to bring the Kern COG document to be more in alignment with recently adopted State Transportation Improvement Program Guidelines as adopted by the California Transportation Commission. At the heart of the update was the need to review and update performance measure requirements in the Kern COG policy document that not only are more consistent with the latest STIP process but more competitive for the many other discretionary transportation programs. Once completed in March 2019, the Transportation Technical Advisory Committee advised Kern COG staff that a new call for RTIP projects would not be initiated due to the lack of RTIP funding going forward. They did not feel that the required effort was commensurate with the available funding.

Action: Information.

- Enclosures: Attachment A: Draft 2022 RTIP Capital Improvement Program
 Attachment B: 2020 CTC Orange Book
 Attachment C: Current Listings of State Highway Maintenance Project Investments
 Attachment D: Schedule of Regional 2020 RTIP Workshops
 Attachment E: Eastern California MOU
 Attachment F: 60/90 Equity Report
 Attachment G: Final Fund Estimate

KERN COUNCIL OF GOVERNMENTS - 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM - DRAFT CAPITAL IMPROVEMENT PROGRAM (\$ X 1,000)																					
DRAFT VERSION 2 - OPTIONS FOR NEW OR REVISED PROGRAMMING BASED ON DRAFT FUND ESTIMATE AND COUNTY SHARE																					
PROJECT TITLE	LOCATION	NOTES	PRIORITY	CURRENT AND PROPOSED PHASES				PROJECT TOTAL	KCOG ALL RIP TOTAL	SUMMARY OF ALL FUNDING SOURCES				KCOG RTIP CAPITAL IMPROVEMENT PROGRAM - RIP ONLY							
				ENV	DES	ROW	CON			IIP	KCOG SHARE RIP	OTHER	TOTAL	PRIOR YEAR	2020 STIP CARRYOVER			NEW 2022 RTIP		2022 RTIP	
															2022-23	2023-24	2024-25	2025-26	2026-27		MAX SHARE
PLANNING, PROGRAMMING & MONITORING																					
								\$ 2,191	\$ 2,191	\$ -	\$ 2,191	\$ -	\$ 2,191		\$ 300	\$ 300	\$ 591	\$ 500	\$ 500	\$ -	
2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM - PROPOSED CAPITAL IMPROVEMENT PROGRAM																					
SR 58 – CENTENNIAL CORRIDOR - INTERCHANGE IMPROVEMENT PHASE 2		1	1	●				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
SR 58 CENTENNIAL CORRIDOR MAINLINE AB 3090 ALLOCATIONS		2	1	●	●	●	●	\$ 63,211	\$ 18,963	\$ -	\$ 63,211	\$ -	\$ 63,211	\$ 44,248	\$ 18,963	\$ -	\$ -	\$ -	\$ -	\$ -	
SR 46 - WIDENING SEGMENT 4B		3	2	●	●	●	●	\$ 40,503	\$ 6,000	\$ -	\$ 6,000	\$ 34,503	\$ 40,503	\$ 6,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
SR 46 - WIDENING SEGMENT 4C		4	2	●	●	●	●	\$ -	\$ 10,300	\$ -	\$ 10,300	\$ 26,000	\$ 36,300	\$ 700	\$ 10,300	\$ -	\$ -	\$ -	\$ -	\$ -	
SR 204 / HAGEMAN FLYOVER		5	B	●	●	●	●	\$ 63,723	\$ 31,874	\$ -	\$ 31,874	\$ 31,849	\$ 63,723	\$ -	\$ -	\$ 31,874	\$ -	\$ -	\$ -	\$ -	
SR 58 TRUCK CLIMBING LANES		6	B	●				\$ -	\$ 3,728	\$ -	\$ 3,728	\$ 1,523	\$ 5,251	\$ 2,272	\$ 1,456	\$ -	\$ -	\$ -	\$ -	\$ -	
MOU PROJECTS																					
SR 14 - FREEMAN GULCH SEG 2		7	B	●	●			\$ 4,900	\$ 1,960	\$ 1,960	\$ 1,960	\$ 980	\$ 4,900	\$ 1,960	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
US 395 - OLANCHA CARTAGO		8	B	●	●	●	●	\$ 134,872	\$ 12,856	\$ 64,549	\$ 12,856	\$ 57,467	\$ 134,872	\$ 12,856	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
APDE PROJECTS (ADVANCE PROJECT DEVELOPMENT ELEMENT)																					
NO APDE PROJECTS IDENTIFIED		9						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
TOTAL FOR 2022 RTIP SUBMITTAL								\$ 309,400	\$ 87,872	\$ 66,509	\$ 132,120	\$ 152,322	\$ 350,951	\$ 68,036	\$ 31,019	\$ 32,174	\$ 591	\$ 500	\$ 500	\$ -	\$ -

REGIONAL EQUITY ANALYSIS									
METRO VS COUNTYWIDE		AS OF 2020 STIP		CURRENT CUMMULATIVE		PROPOSED 2022 STIP		2022 CUMMULATIVE	
METROPOLITAN BAKERSFIELD		\$ 60,210	77%	\$ 211,356	56%	\$ 29,188	221%	\$ 240,544	62%
COUNTYWIDE NON-METRO		\$ 18,281	23%	\$ 165,539	44%	\$ (16,000)	-121%	\$ 149,539	38%
TOTALS		\$ 78,492	0%	\$ 376,895	100%	\$ 13,188	100%	\$ 390,083	100%

SHARE ESTIMATES	TOTAL	60%	40%
MINIMUM SHARE	\$13,879	\$8,327	\$5,552
MAXIMUM SHARE	\$23,852	\$14,311	\$9,541
APDE	\$0		

- NOTE 1: THIS INTERCHANGE IMPROVEMENT PROJECT ON STATE ROUTE 99 AT STATE ROUTE 58 WILL ADD AN AUXILIARY LANE AND RETAINER WALL TO THE SOUTHBOUND SR 99 LANE. \$30 MILLION WAS MOVED TO THE SR 46 PROJECT AS PART OF THE 2020 RTIP PROCESS. FOR THE 2022 RTIP, KERN COG MAY SEEK TO RESTORE AT LEAST \$30 MILLION FOR A CONSTRUCTION PHASE CONTRIBUTION IN CONJUNCTION WITH A SR 99 SHOPP PROJECT IN THE SAME AREA TO CONDUCT PAVEMENT REPAIR AND REPLACEMENT.
- NOTE 2: THE AB 3090 ALLOCATION PAYMENTS WERE APPROVED BY THE CTC ON OCTOBER 17, 2019. THIS PROJECT WILL CONTINUE FORWARD IN THE 2022 STIP. THIS PROJECT IS UNDER CONSTRUCTION.
- NOTE 3: SR 46 WIDENING SEGMENT 4B IS NOW UNDER CONSTRUCTION. THIS PROJECT DOES NOT REQUIRE ADDITIONAL STIP FUNDING AND DOES NOT NEED TO MOVE FORWARD INTO THE 2022 RTIP.
- NOTE 4: SR 46 WIDENING SEGMENT 4C WAS MADE WHOLE AS PART OF THE 2020 STIP. CONSTRUCTION IS PROGRAMMED IN 2022-23 AND REQUIRES TO ADVANCE INTO THE 2022 RTIP.
- NOTE 5: SR 204 / HAGEMAN FLYOVER WAS ADDED WITH THE 2021 MID-CYCLE STIP AND INCLUDES BOTH STIP (\$2.686 MILLION) AND NON-STIP (\$2.565 MILLION) COVID FUNDING. Total COVID \$5.251 MILLION.
- NOTE 6: SR 58 TRUCK CLIMBING LANES WAS ADDED WITH THE 2021 MID-CYCLE STIP AND INCLUDES BOTH STIP (\$2.272 MILLION) AND NON-STIP (\$1.456 MILLION COVID FUNDING. Total COVID \$5.251 MILLION.
- NOTE 7: SR 14 FREEMAN GULCH IS IN THE 2020 STIP AND PART OF THE MOU AGREEMENT. THIS PROJECT IS CURRENTLY SUSPENDED OR SHELVED DUE TO LACK OF CALTRANS 40% ITIP PARTICIPATION.
- NOTE 8: US 395 OLANCHA CARTAGO IS AN EASTERN CALIFORNIA MOU PROJECT AND WAS FULLY FUNDED IN THE 2018 RTIP CYCLE. CONSTRUCTION IS EXPECTED TO ADVANCE THIS YEAR. THIS PROJECT SHOULD NOT NEED TO ADVANCE INTO THE 2022 RTIP. HOWEVER, IT WILL REMAIN IN THE CIP TO REFLECT KCOG CONTRIBUTIONS TO THE PROJECT.
- NOTE 9: APDE OPTIONS ARE OUTLINED IN EACH STIP GUIDELINES UPDATE AND DEPENDENT ON OUTER YEAR CAPACITY. PROPOSED APDE ACTIVITY IS CONSIDERED AN ADVANCE OF FUTURE RIP SHARES.

2020 SUMMARY OF STIP COUNTY SHARE

Does Not Include (TIP Interregional Shares (See Separate Listing)
(\$1,000's)

Total County Share, June 30, 2019 (from 2019 Report)	106,546
Adjustment for 2017-18 and 2018-19 lapses	0
Less 2018-19 Allocations and closed projects	(13,994)
Less Projects Lapsed, July 1, 2019-June 30, 2020	0
2020 STIP Fund Estimate Formula Distribution	16,758
Total County Share, June 30, 2020	109,310

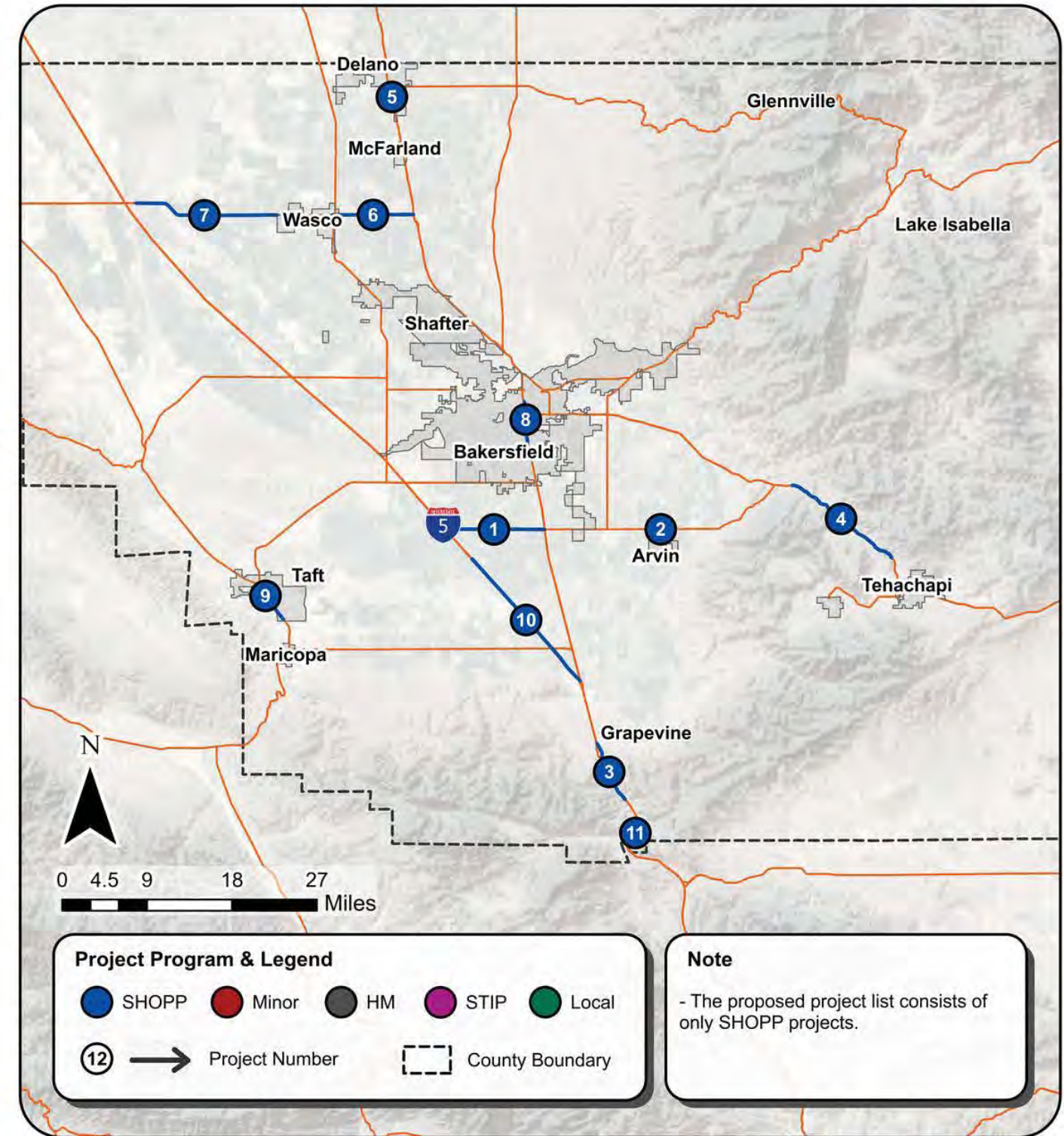
Kern																					
Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year						Project Totals by Component							
								Prior	20-21	21Q22	22-23	23-24	24-25	R/W	Const	E & P	PS&E	R/W Sup	Con Sup		
Highway Projects:																					
Caltrans	46	3412	Wasco-Jumper Av, 4 lane, env			close	2,070	2,070	0	0	0	0	0	0	0	0	0	2,070	0	0	0
Caltrans	58	3482	Tehachapi Dennison Rd interchange			close	1,636	1,636	0	0	0	0	0	0	0	0	0	648	988	0	0
Bakersfield	loc	3705A	Rt 58-Westside Parkway Connector I/C-Ph2			delete	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bakersfield	cash	3705B	AB 3090 Reimbursement (Westside Pkwy-Ph1)(18S-07)			Jun-20	18,963	0	18,963	0	0	0	0	0	0	0	18,963	0	0	0	0
Caltrans	14	8042B	Freeman Gulch widening-Segment 2 (RIP 40%)				1,960	1,960	0	0	0	0	0	0	0	0	0	0	1,960	0	0
Caltrans	46	3386D	Widen to 4 lanes, Pavilion-a/o Lost Hills Rd, Seg 4B				5,400	0	5,400	0	0	0	0	0	0	960	3,500	0	0	340	600
Caltrans	395	170	Olancho-Cartago 4-lane expressway (RIP 10%)				13,793	4,498	0	9,295	0	0	0	0	2,480	8,310	937	731	350	985	
Bakersfield	cash	3705B	AB 3090 Reimbursement (Westside Pkwy-Ph1)(18S-07)				37,927	0	0	18,964	18,963	0	0	0	0	37,927	0	0	0	0	0
Caltrans	46	3386E	Widen 4 Ins. Browns Material-Farnsworth, Seg 4C (SB1)				27,000	0	700	0	26,300	0	0	0	100	20,900	0	500	100	5,400	
Kern COG		6L03	Planning, programming, and monitoring				1,500	0	300	300	300	300	300	0	1,500	0	0	0	0	0	
Subtotal, Highway Projects							110,249	10,164	25,363	28,559	45,563	300	300	3,540	91,100	3,655	4,179	790	6,985		
Total Programmed or Voted since July 1, 2019							110,249														
Balance of STIP County Share, Kern																					
							Total County Share, June 30, 2020							109,310							
							Total Now Programmed or Voted Since July 1, 2019							110,249							
							Unprogrammed Share Balance							0							
							Share Balance Advanced or Overdrawn							939							



**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
PROPOSED PROJECT LIST (YEARS 6-7)**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
PROPOSED PROJECT LIST (YEARS 6-7)								
1	1C060	6	223	1.85 / 10.5	Kern 223 Rehab / Remove and Replace HMA (Full Depth Recycle)	Proposed	\$9,877	2024/25
2	0Y150	6	223	R20.1 / 21.3	Arvin CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$5,029	2024/25
3	0W920	6	5	4.4 / 10.20	Grapevine Rehab / Pavement Rehabilitation (2R)	ENV	\$95,658	2024/25
4	37920	9	58	77.252 / 88.34	Keene Pavement / Pavement Repair CAPM/Rehab	ENV	\$165,515	2024/25
5	1A810	6	99	54.6 / 54.61	Delano Facility. Reconstruct Building	ENV	\$3,486	2025/26
6	1A760	6	46	50.80 / 57.78	East Wasco CAPM / Rehabilitate Pavement	ENV	\$20,211	2025/26
7	1A680	6	46	33.50 / 46.00	Semitropic CAPM / Overlay RHMA, Upgrade Guardrail and Dikes	ENV	\$20,994	2025/26
8	0X370	6	99	21.15 / 24.60	Bakersfield 99 Rehab II (South) / Roadway Rehabilitation (3R)	ENV	\$68,290	2025/26
9	0W830	6	33	14.40 / 17.90	South Taft Rehab / Roadway Rehabilitation (3R)	ENV	\$26,704	2025/26
10	0W930	6	5	15.9R / 30.0	KER I5 CAPM / Remove .35' HMA and Place .25' HMA and 0.10' RHMA.	ENV	\$35,406	2025/26
11	0X570	6	5	.73 / 1.08	Tejon SRRA Water & Wastewater Upgrades / Upgrade Water and Wastewater Systems	ENV	\$10,170	2025/26

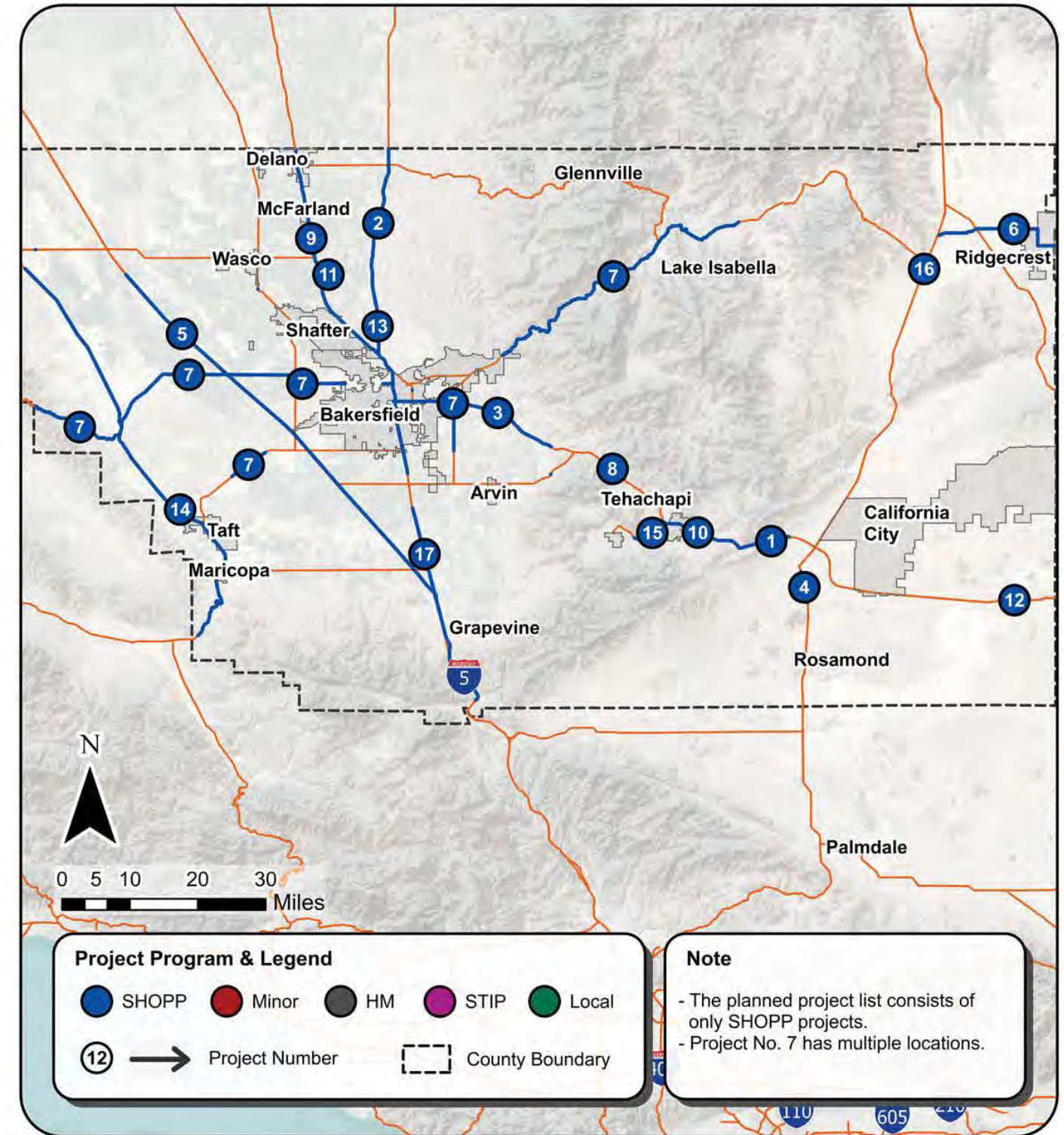




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
PLANNED PROJECT LIST (YEARS 8-10)**



No	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
PLANNED PROJECT LIST (YEARS 8-10)								
1	38310	9	58	R99.8 / R107.7	Cache Creek Pavement / Restore Pavement and Drainage	Future	\$39,623	2026/27
2	19565	6	65	6.90 / 25.16	CAPM	Future	\$16,351	2026/27
3	0X450	6	58	R64.9 / R64.91	Arvin KER-58 Wim Upgrade / Improve Weigh Facility	Future	\$3,051	2026/27
4	37520	9	14	R12.6 / 16.7	Mojave Pavement / Rehab/CAPM Pavement and Upgrade ADA	Future	\$47,558	2026/27
5	19586	6	5	52.80 / 62.6	Rehab	Future	\$76,423	2027/28
6	38330	9	178	88.6 / 104.6	Ridgecrest/Inyokern Pavement / Restore Pavement, Fix Drainage and ADA	Future	\$72,355	2027/28
7	22144	6	58	3.03 / 72.67	In Kern County at various locations. Drainage improvements	Future	\$14,196	2027/28
8	22129	9	58	81 / 81.1	In Kern county at CVEF on Route 58 eastbound	Future	\$1,260	2028/29
9	1A660	6	99	R43.9R / 49.4	CAPM	Future	\$9,522	2028/29
10	37510	9	58	R90.5 / R100.0	In Kern county at Tehachapi from Exit 148 to 0.04 miles south of Cache Creek Overflow #2 bridge.	Future	\$41,208	2028/29
11	22167	6	99	R43.6R / R43.61R	50 0011R Spot prep and paint steel members	Future	\$2,115	2028/29
12	21986	9	58	R138.75 / R139.0	In Kern County at Boron SRRA. Rehab wastewater treatment.	Future	\$2,994	2028/29
13	19581	6	65	R0.0 / 6.9	CAPM	Future	\$13,058	2028/29
14	19564	6	33	17.9 / 24.0	CAPM	Future	\$7,991	2028/29
15	20430	9	202	R5.0 / 12.093	In Kern County in and near Tehachapi from the beginning of the route to route 58.	Future	\$9,387	2028/29
16	21985	9	14	56.3 / 56.4	In Kern County at Freeman Gulch Bridge (No. 50-0014)	Future	\$2,463	2028/29
17	19556	6	99	0.00 / 10.50	CAPM SB only	Future	\$13,724	2028/29

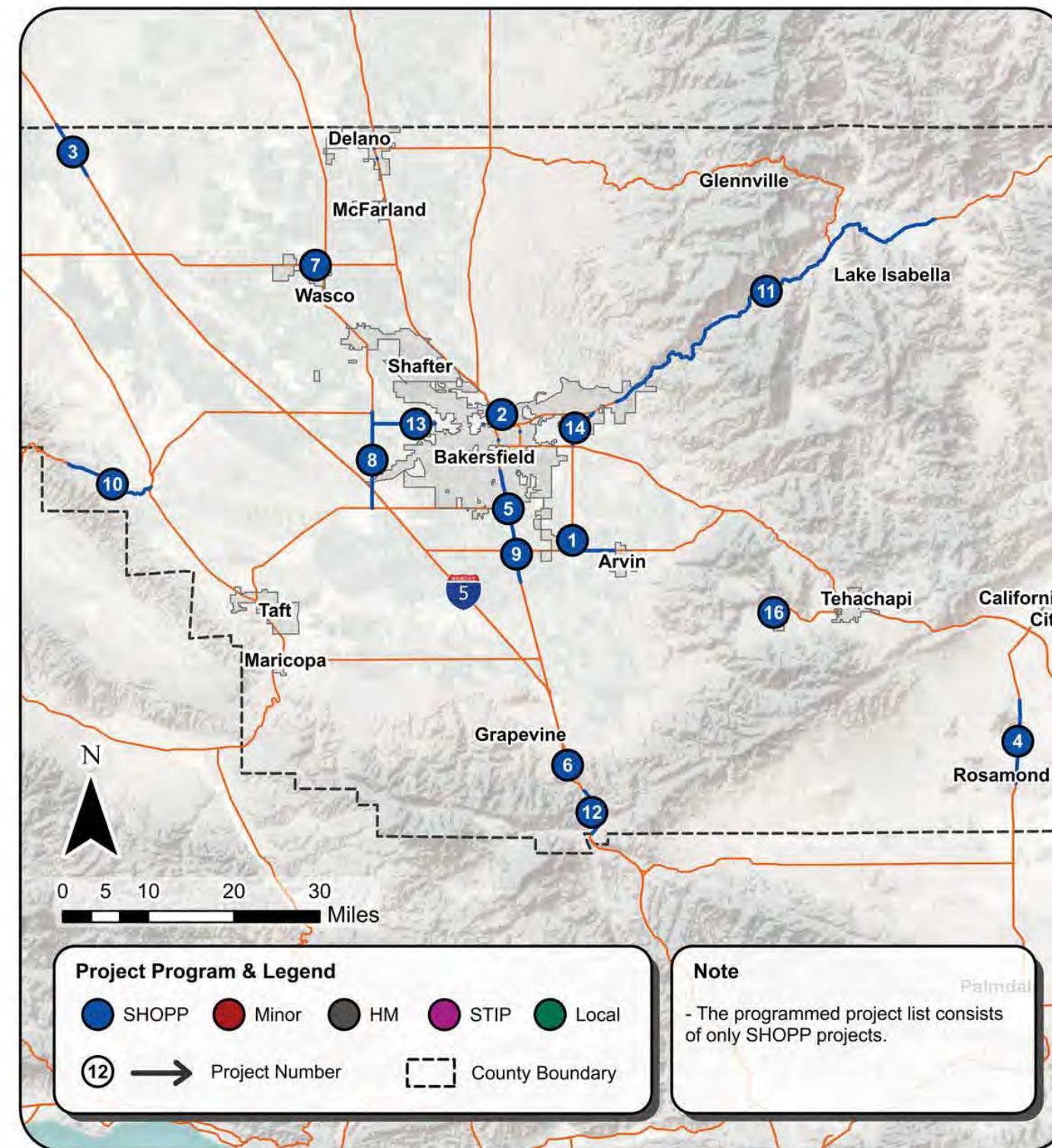




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
PROGRAMMED PROJECT LIST (YEARS 1-5) - PART I**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
PROGRAMMED PROJECT LIST (YEARS 1-5)								
1	0V280	6	184	L0.9 / L1.1	Kern 184/Sunset Roundabout / Intersection Improvements	CON	\$9,050	2019/20
2	0U490	6	204	5.1 / 6.7	Golden Empire CAPM / Pavement Preservation (CAPM)	Closeout	\$5,105	2019/20
3	0U470	6	5	82 / 87	Lost Hills Rehab / Pavement Rehabilitation (2R)	CON	\$29,330	2019/20
4	36740	9	14	R4.7 / R12.6	Rosamond-Mojave Rehab / 2R	CON	\$73,615	2019/20
5	0U240	6	99	VAR / VAR	Various locations in Kern and Kings Counties	CON	\$10,802	2019/20
6	0W160	6	5	5.97 / 9.78	Grapevine Culvert Repair / Upgrade Drainage Systems	CON	\$14,214	2019/20
7	0U480	6	46	49 / 50.9	Wasco Route 46 CAPM / Pavement Preservation (CAPM)	Closeout	\$7,610	2019/20
8	0U100	6	43	0 / 9.3	Enos Lane CAPM & ADA Curb Ramps / Pavement Preservation (CAPM)	CON	\$14,339	2019/20
9	0Q920	6	99	10.4 / 21.2	Union Ave to White Lane 2R Rehab / Pavement Rehabilitation and Improve Vertical Clearance	CON	\$66,740	2019/20
10	0X350	6	58	6.00 / 15.40	Reward CAPM / Pavement Preservation (CAPM)	DES / ROW	\$15,970	2020/21
11	0X520	6	178	VAR / VAR	Weedpatch to Lake Isabella Rumble Strips / Construct Centerline and Shoulder Rumble Strips	CON	\$6,513	2020/21
12	1A600	6	5	R0.0 / 5.0	Kern 5 Emergency Pavement Repairs / Repair Damaged Pavement	CON	\$1,638	2020/21
13	0U110	6	58	39.9 / 46	West Rosedale CAPM / Pavement Preservation (CAPM)	ENV	\$12,400	2020/21
14	0U430	6	184	8.3 / 12.13	Morning Drive 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$12,140	2020/21
15	0X770	6	43	25.2 / 25.4	Wasco SR43/46 Intersection Improvements / Intersection Improvements	ENV	\$10,100	2021/22
16	36750	9	202	0.25 / 0.25	Tehachapi Maintenance Station Relocation / Construct New Maintenance Station	DES / ROW	\$16,783	2021/22

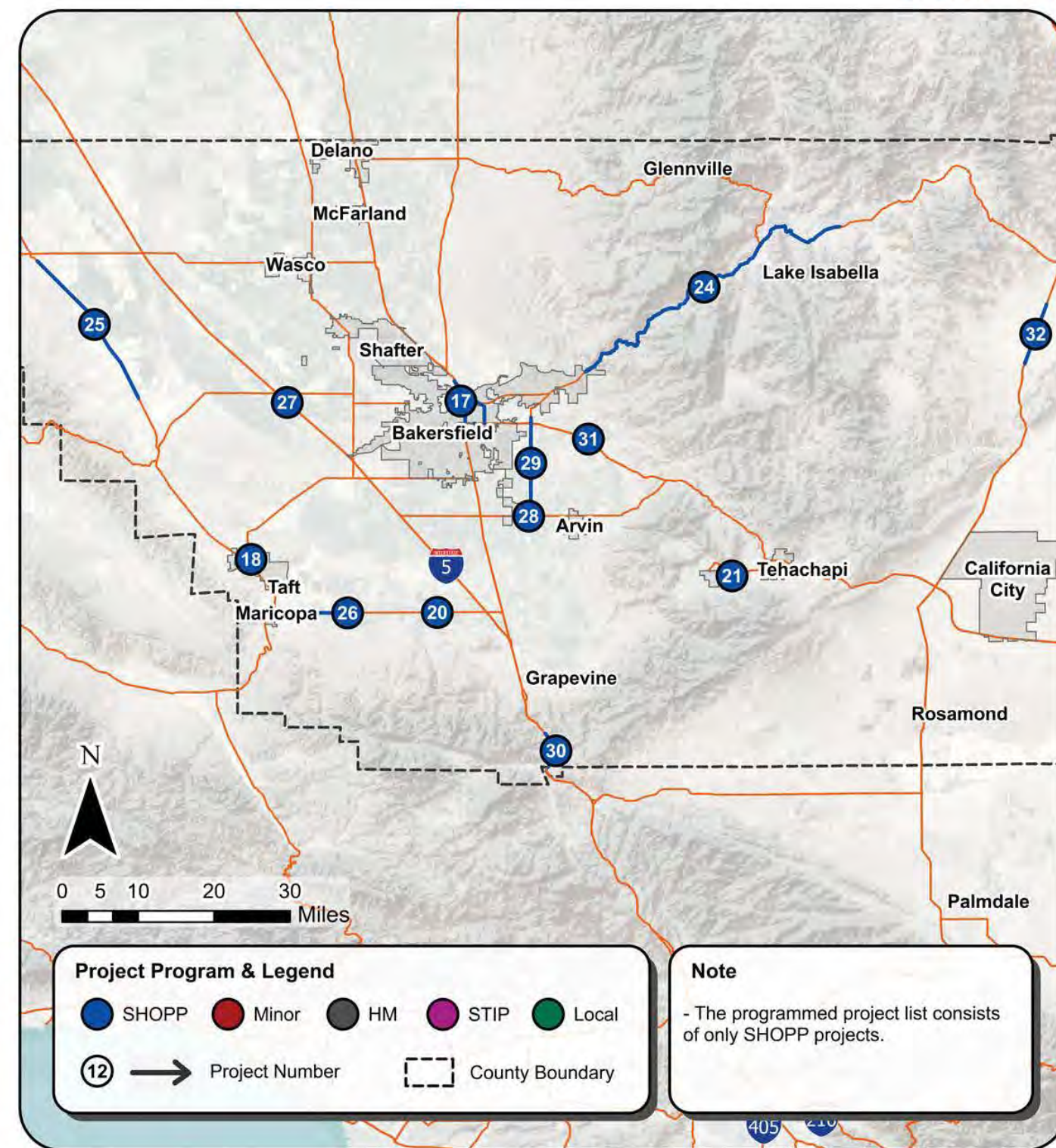




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
PROGRAMMED PROJECT LIST (YEARS 1-5) - PART II**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
PROGRAMMED PROJECT LIST (YEARS 1-5)								
17	0Q281	6	99	23.6 / R28.4	Bakersfield 99 Rehab Replacement Planting / Replacement Planting	ENV	\$10,340	2021/22
18	0X760	6	119	0.14 / 0.54	Taft Left Turn Channelization / Left-Turn Channelization	ENV	\$5,221	2021/22
19	0T000	6	58	R53.2 / R55.6	KER 58 ADA / Upgrade Curb Ramps	DES / ROW	\$4,620	2021/22
20	0S050	6	166	17.3 / 17.7	Calif Aqueduct Bridge Rehab / Bridge Rehabilitation/Seismic Retrofit	ENV	\$44,045	2021/22
21	36720	9	202	r4.89 / R4.89	Cummings Valley Rd Int / Construct Left Turn Lane	DES / ROW	\$5,044	2021/22
22	0W150	6	204	0.00 / 6.752	SR 204 within City of Bakersfield and TUL SR 65 in Exeter at various locations	DES	\$10,728	2021/22
23	0W990	6	204	2.805 / 2.805	Union Avenue High Intensity Activated Crosswalk / Install Hybrid Pedestrian Beacon (Hawk)	DES / ROW	\$4,275	2021/22
24	0X080	6	178	8.0 / 50.0	Kern Canyon Culvert Rehab / Repair and Replace Culverts	DES / ROW	\$13,000	2021/22
25	0Y130	6	33	40.40 / 59.00	Blackwell's Corner CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$22,570	2022/23
26	0X380	6	166	0.00 / 9.00	Maricopa Highway CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$14,540	2022/23
27	1A690	6	5	47.55 / 52.15	Buttonwillow Median Barrier / Construct Median Barrier	ENV	\$5,720	2022/23
28	0R190	6	223	15.7 / 16.3	Arvin SR 223/184 Roundabout / Intersection Improvement	DES / ROW	\$3,700	2022/23
29	0U290	6	184	0.8 / 8.3	Weedpatch Hwy 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$33,055	2022/23
30	0X330	6	5	0.0 / 4.40	Fort Tejon 2R Rehab / Pavement Rehabilitation (2R)	ENV	\$31,350	2022/23
31	0X160	6	58	64.40 / 67.30	Edison 2R Rehab / Pavement Rehabilitation (2R)	ENV	\$14,270	2022/23
32	37890	9	14	46.2 / 52.8	Freeman 3 CAPM / Pavement Repair (CAPM)	ENV	\$8,707	2022/23

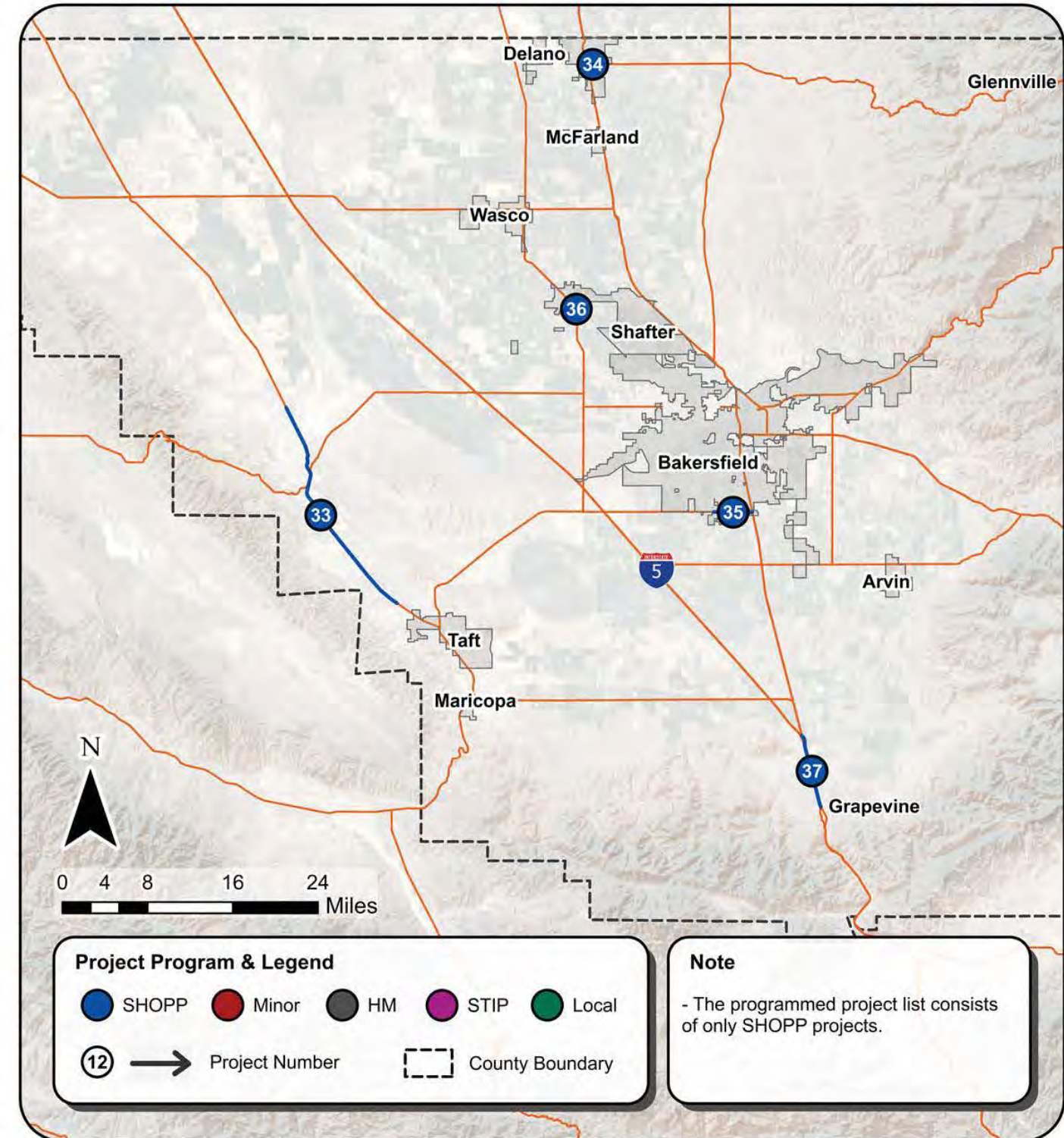




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
PROGRAMMED PROJECT LIST (YEARS 1-5) - PART III**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
PROGRAMMED PROJECT LIST (YEARS 1-5)								
33	0X240	6	33	21.8 / 39.8	KER 33 Culvert Rehab / Repair & Replace Culverts.	ENV	\$11,430	2023/24
34	0W810	6	155	0.00 / 1.50	Delano SR-155 Rehab (3R) / Roadway Rehabilitation (3R)	ENV	\$16,740	2023/24
35	0V610	6	119	28.3 / 31.28	Pumpkin Center 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$57,300	2023/24
36	1A470	6	43	15.8 / 15.8	Santa Fe Roundabout / Construct Roundabout	ENV	\$13,617	2023/24
37	0U500	6	5	10.20 / 15.90	Wheeler Ridge CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$22,350	2023/24

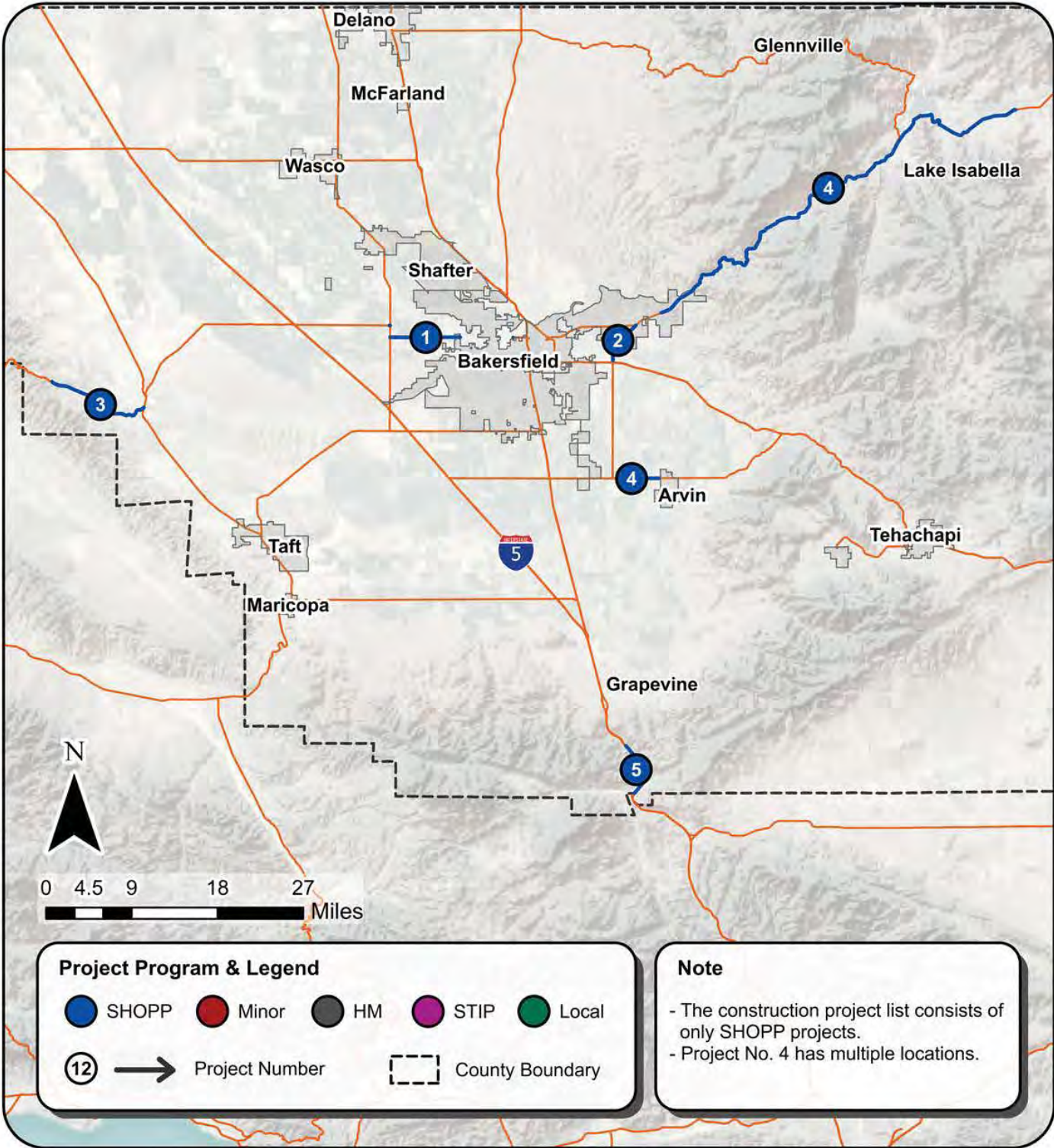




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
CONSTRUCTION READY PROJECT LIST**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
CONSTRUCTION READY PROJECT LIST (READY TO LIST ACHIEVED)								
1	0U110	6	58	39.9 / 46	West Rosedale CAPM / Pavement Preservation (CAPM)	CON	\$12,400	2020/21
2	0U430	6	184	8.3 / 12.13	Morning Drive 3R Rehab / Roadway Rehabilitation (3R)	DES	\$12,140	2020/21
3	0X350	6	58	6.00 / 15.40	Reward CAPM / Pavement Preservation (CAPM)	DES	\$15,970	2020/21
4	0X520	6	178	VAR / VAR	Weedpatch to Lake Isabella Rumble Strips / Construct Centerline and Shoulder Rumble Strips	CON	\$6,513	2020/21
5	1A600	6	5	R0.0 / 5.0	Kern 5 Emergency Pavement Repairs / Repair Damaged Pavement	CON	\$1,638	2020/21

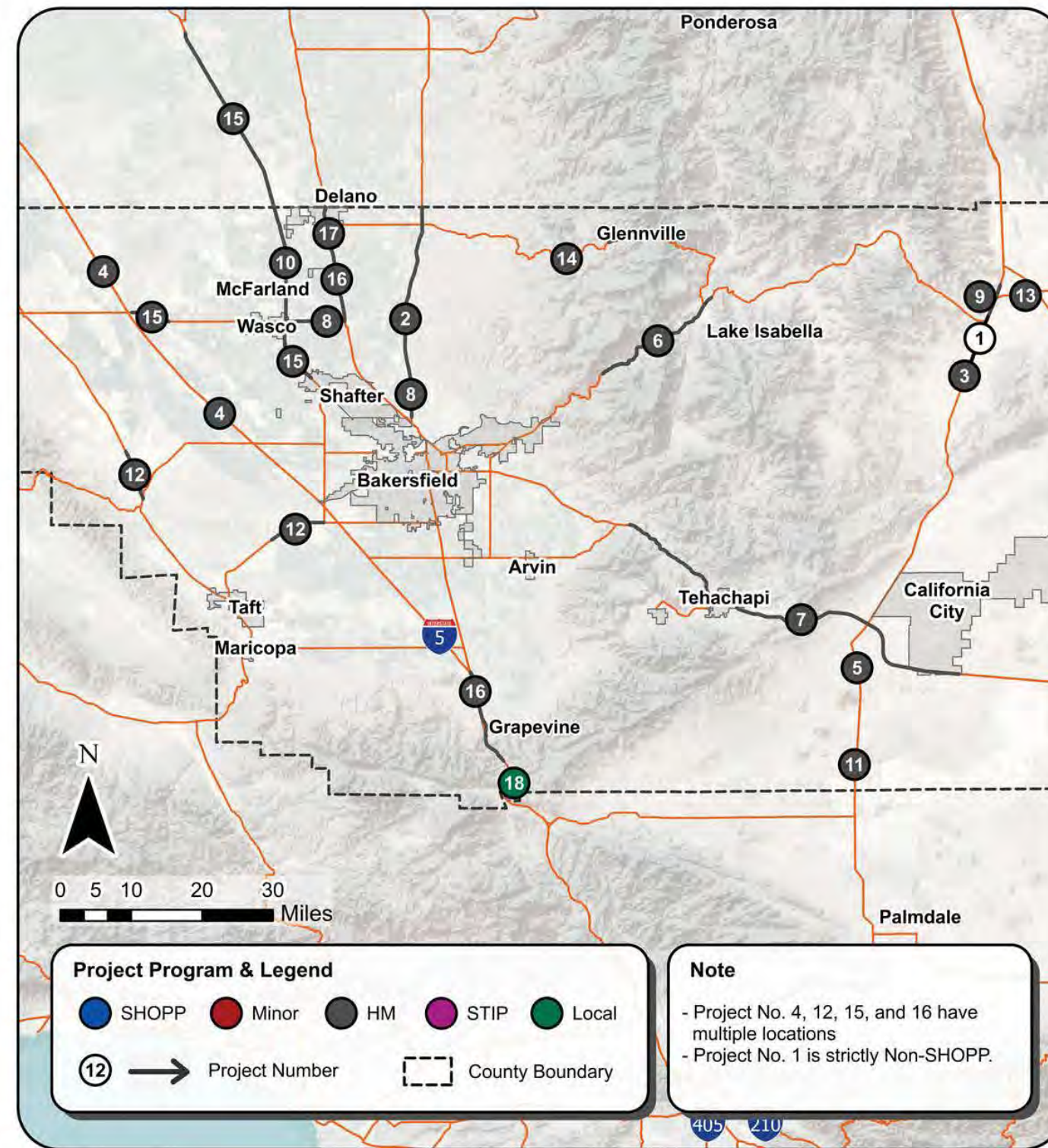




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
NON-SHOPP PROGRAM PROJECT LIST - PART I**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
NON-SHOPP PROJECT LIST								
1	45712	6	14	53/58.3	Freeman Gulch Widening-Segment 2 / Convert Existing 2-Lane to 4-Lane Expressway	DES / ROW	\$85,530	2022/23
2	1B080	6	65	1.0 / 25.169	Striping / 6 inch Stripe	CON	\$2,570	2020/21
3	38570	9	14	52.8 / 58.3	Pavement Preservation / AR Chip Seal - SB1	CON	\$916	2020/21
4	1A930	6	5	77.0 / 82.6	Rigid Roadbeds / PCC Slab Replacement	CON	\$1,075	2020/21
5	38590	9	14	R12.3 / R15.3	Pavement Preservation / Digouts	CON	\$1,761	2020/21
6	0Y110	6	178	24.6 / R44.191	Pavement Preservation / PME Medium Chip Seal	CON	\$2,525	2020/21
7	38580	9	58	77.252 / R125.3	Pavement Preservation / Digouts	CON	\$1,100	2020/21
8	1A950	6	46	51.2 / 57.785	Pavement Preservation / Remove and Replace RHMA Type G	CON	\$4,300	2020/21
9	38800	9	14	58.3 / 62.2	Slopes/Vegetation / Slope Repair	CON	\$40	2020/21
10	1A890	6	43	25.2 / 38.807	Pavement Preservation / RHMA Type G with Digouts	CON	\$5,425	2020/21
11	38660	9	14	R3.0 / R3.0	Landscaping / Irrigation Repair	CON	\$32	2020/21
12	1B000	6	33	34.2 / 40.0	Pavement Preservation / PME Medium Chip Seal	CON	\$2,425	2020/21
13	38130	9	178	91.88 / 91.88	Maintenance Facilities / Pave portion of yard	CON	\$215	2020/21
14	1B020	6	155	35.5 / 37.5	Pavement Preservation / 0.15 HMA Type a w/ Digouts	CON	\$2,650	2020/21
15	1A990	6	43	17.3 / R24.0	Pavement Preservation / PME Med Chip Seal	CON	\$3,400	2020/21
16	1A900	6	5	4.4 / R15.8R	Rigid Roadbeds / PCC Slab Replacement	CON	\$2,950	2020/21
17	1C002	6	99	54.5 / 54.5	Maintenance Facilities / Slurry Seal Delano MF	CON	\$224	2020/21
18	0Y550	6	5	0.8/2	Lebec Mountain Village Roundabout / Construct Roundabout at Ramp Intersections	ENV	\$402	2023/24

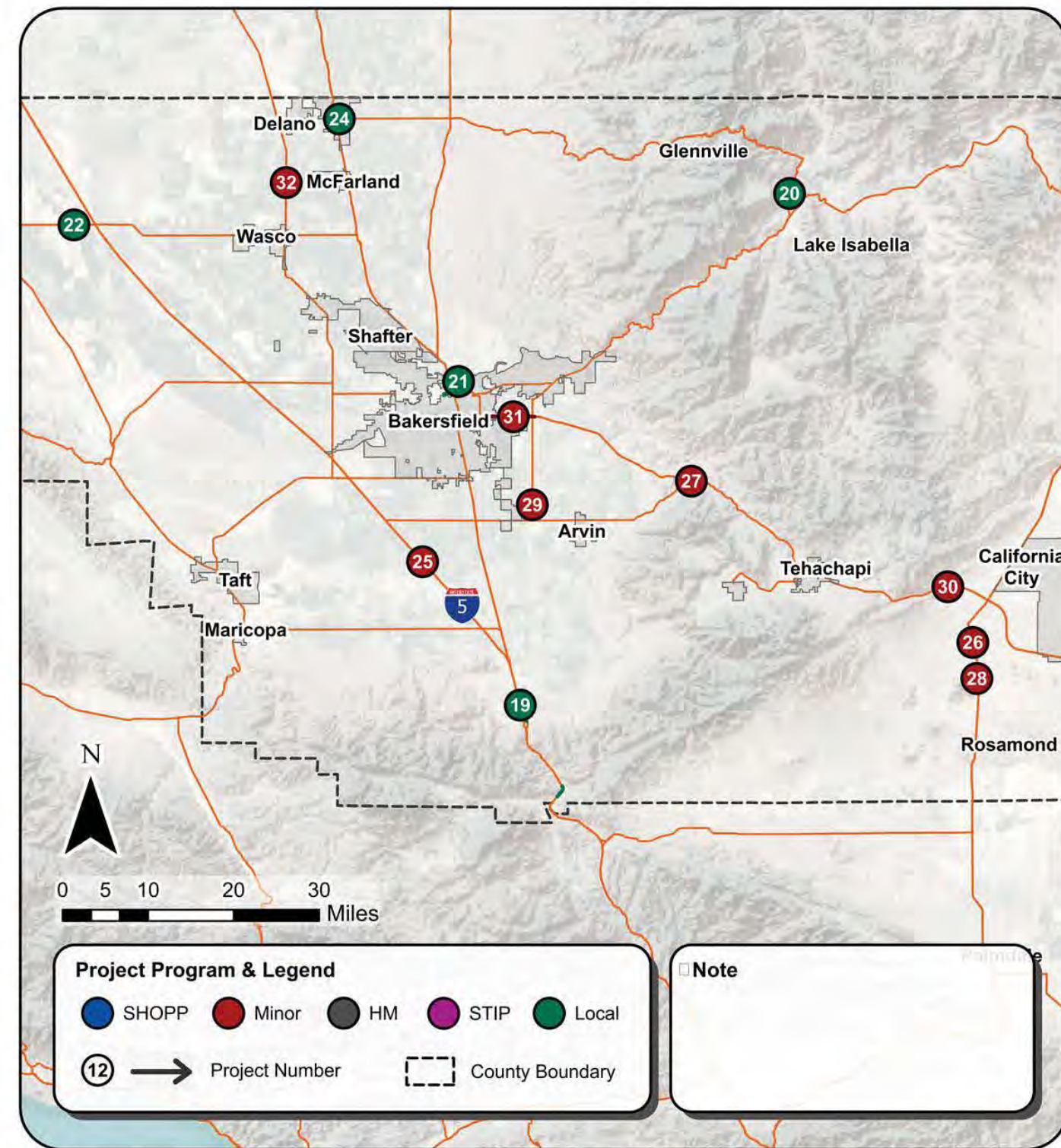




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
NON-SHOPP PROGRAM PROJECT LIST - PART II**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
NON-SHOPP PROJECT LIST								
19	0R100	6	5	9.5/12	Grapevine Interchange / Relocate Interchange	ENV	\$1,200	2025/26
20	0V770	6	155	68.2/R68.6	Usace Lake Isabella Oversight Projects / Realign Roadway	CON	\$419	Future
21	48450	6	204	5.9/6.8	Hageman Flyover / Extension and Connection to RTE 204	DES / ROW	\$5,658	2021/22
22	1A220	6	46	30.5/30.5	Lost Hills Pedestrian OC / Construct Pedestrian Overcrossing	DES	\$1,300	2020/21
23	48451	6	99	27.3/27.3	Hageman Flyover - Pedestrian Overcrossing / Pedestrian Overcrossing	DES	\$0	2021/22
24	1A500	6	155	0.47/0.47	SR-155/Lexington Intersection Improvement / Intersection Improvement	ENV	\$498	2021/22
25	0T030	6	5	28.17 / 28.17	Mobility - TMS / In Kern, Kings and Fresno Counties, on Route 5 at various locations. Install Vehicle Detection Systems (VDS).	CON	\$3,762	2020/21
26	37710	9	14	R15.5 / R15.5	Mojave Special Crews Building Remodel / Remodel Maintenance Station	CON	\$2,273	2020/21
27	1A330	6	58	76.1 / 76.6	KER 58 Eastern Kern Lane Replacement / Remove and Replace #2 Lane	ENV	\$1,900	2021/22
28	37730	9	14	L16.6 / L16.6	Mojave HMS Phase III / Construct Phase Three of Maintenance Station	CON	\$2,273	2020/21
29	0V290	6	184	1.5 / 1.5	Safety Improvements / In Kern County, in Lamont at Hall Road. Modify traffic signal.	DES	\$327	2021/22
30	38180	9	58	R107.0 / R107.0	Ca 58 CMS Maintenance Pull Out / Construct Pull Out	CON	\$382	2020/21
31	0Y940	6	58	R55.47 / R59.67	Pavement / In Kern County, in Bakersfield on Route 58 at various ramps/locations. Remove and replace pavement.	DES	\$400	2021/22
32	0N590	6	43	30.4 / 30.4	Safety - Collision Reduction / In Kern County, at Sherwood Avenue. Extend culvert.	DES	\$250	2021/22

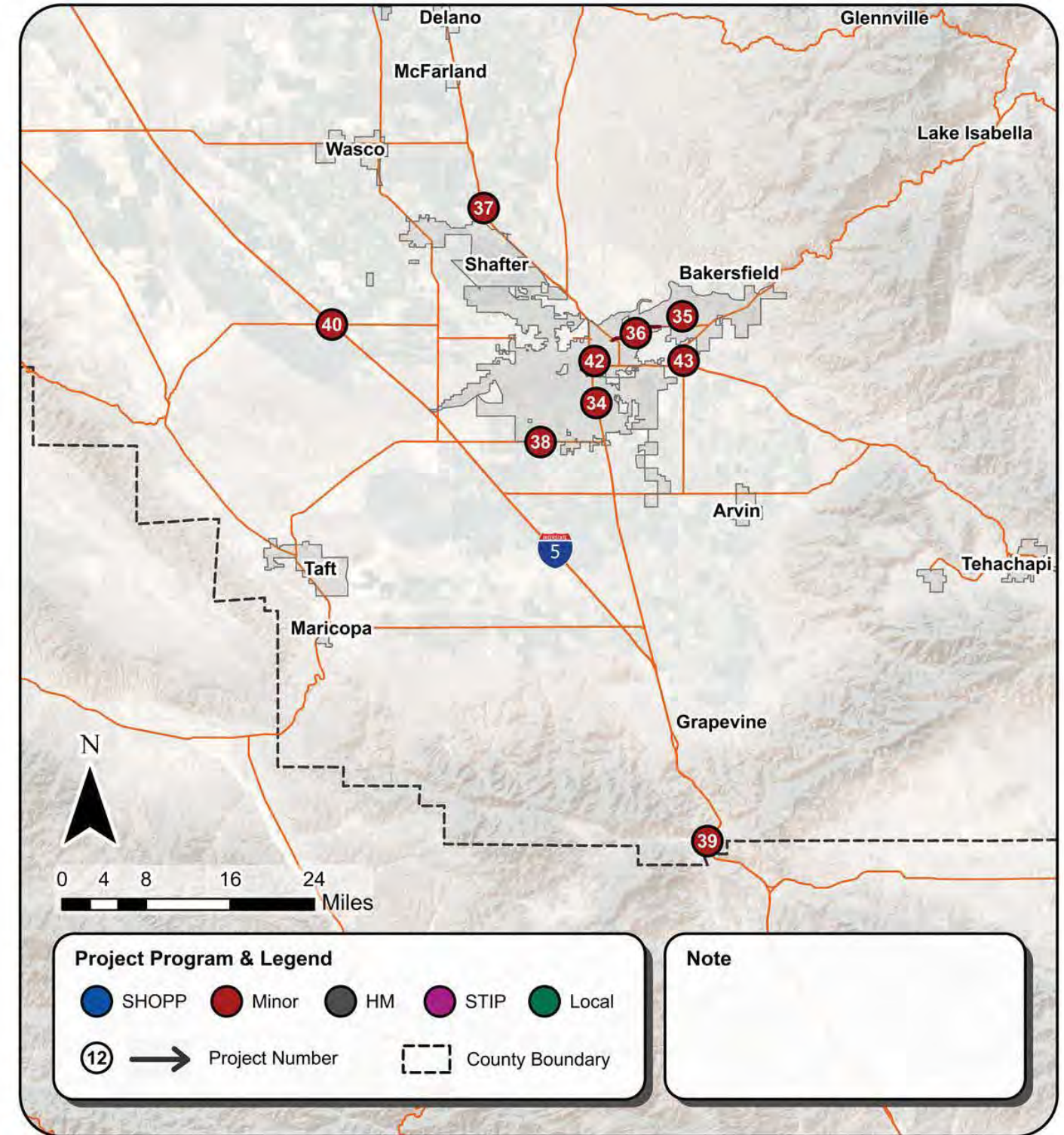




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
NON-SHOPP PROGRAM PROJECT LIST - PART III**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
NON-SHOPP PROJECT LIST								
33	0S790	6	178	R4.5 / R4.5	Pavement / In Kern County, in Bakersfield at the Mount Vernon Avenue westbound onramp. Remove and replace pavement.	DES	\$384	2021/22
34	1A150	6	99	20.6 / 20.6	Major Damage - Protective Betterments / In Kern County, in Bakersfield at Pacheco Road. Upgrade fence.	DES	\$163	2021/22
35	1A130	6	178	R4.6 / R5.2	Major Damage - Protective Betterments / In Kern County, in the city of Bakersfield at various locations. Construct fence.	DES	\$195	2021/22
36	0Y950	6	178	R1.89 / R5.78	Pavement / In Kern County, in Bakersfield on Route 178 at various ramps/locations. Remove and replace pavement.	DES	\$415	2021/22
37	0V130	6	99	R39.1 / R39.1	Pavement / In Kern County, near Bakersfield on Route 99 at Merced Avenue offramp. Remove asphalt pavement and replace with concrete pavement.	DES	\$600	2021/22
38	0X920	6	119	26.1 / 26.4	Safety Improvements / In Kern County, at Old River Road. Install safety lighting.	DES	\$205	2021/22
39	1B160	6	5	R0.0 / R0.0	Mobility - Operational Improvements / In Fresno, Kern, Kings, Madera and Tulare counties on various routes at various locations. Repair and replace detection loops	DES	\$325	2021/22
40	1C240	6	58	31.44 / 31.75	Pavement / In Kern County from 0.01 miles west of Route 5 SB offramp to Tracy Avenue (East). Remove and replace pavement and loops.	CON	\$385	2020/21
41	1A420	6	178	R4.6 / R4.6	Major Damage - Protective Betterments /	CON	\$134	2020/21
42	0X540	6	178	R2.26 / R2.26	Safety Improvements / In Kings County, at Pickerell Avenue. Install flashing beacon.	DES	\$205	2020/21
43	1A860	6	184	8.35 / 8.35	Pavement / In Kern County, near Bakersfield at Edison Road. Remove and replace pavement.	DES	\$410	2020/21

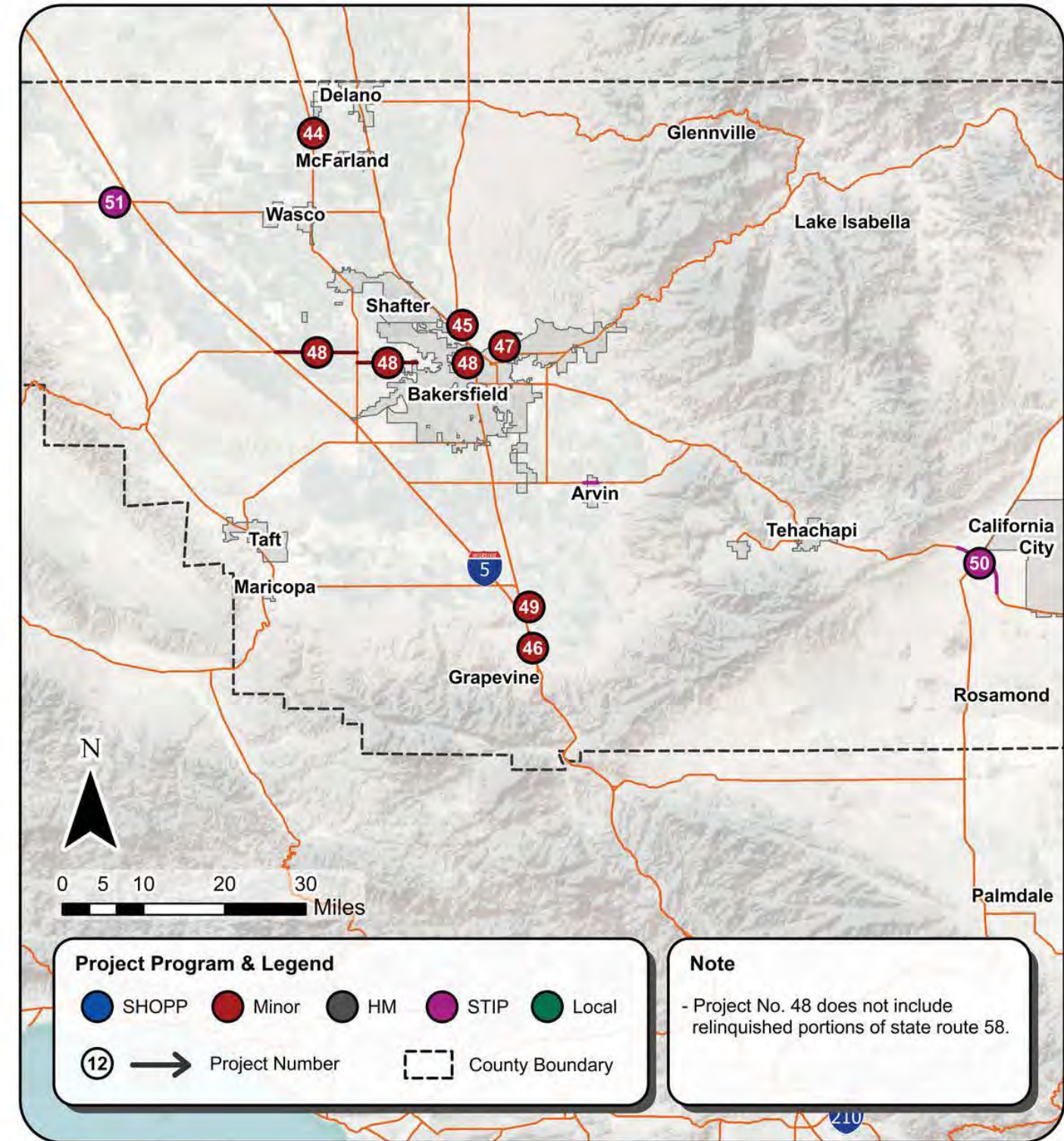




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
NON-SHOPP PROGRAM PROJECT LIST - PART IV**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
NON-SHOPP PROJECT LIST								
44	0Y340	6	43	33.2 / 33.5	Safety Improvements / In Kern County, at Pond Road. Install flashing beacon.	DES	\$173	2020/21
45	1A550	6	99	26.7 / 26.7	Bridge - Health / In Kern County, on Route 99 at the Calloway Canal Bridge and on Route 119 at the Weed Creek and Broad Creek Bridges. Repair bridges.	DES	\$555	2021/22
46	1C030	6	5	11.7 / 12.39	Mobility - WIM Scales & CVEFs / In Kern County from the Grapevine Commercial Vehicle Enforcement Facility to 2.6 miles south of the Route 99 junction. Replace weigh station message sign.	DES	\$500	2021/22
47	0Y780	6	99	26.502 / 26.502	Facilities / In Bakersfield, at the old California Highway Patrol (CHP) facility at 4040 Buck Owens Boulevard. Acquire facility to maintain Transportation Management Center (TMC) functions.	DES	\$106	2021/22
48	1B150	6	58	31.6 / 51.8	Kern Freeway Signs / Upgrade and Install Freeway Signs	CON	\$460	2020/21
49	1C330	6	5	13.54 / 13.8	Pavement / In Kern County at the NB off ramp to Wheeler Ridge. Remove and Replace HMA	DES	\$325	2021/22
50	44255	6	46	29.7/31.9	Route 46 Conv/Exwy Segment 4B / 2-Lane Conventional Highway to 4-Lane Expressway Segment 4B	CON	\$40,503	2020/21
51	24340	6	58	173.3/189.9	Mojave Bypass Closeout / Bypass	Closeout	\$87,010	Future

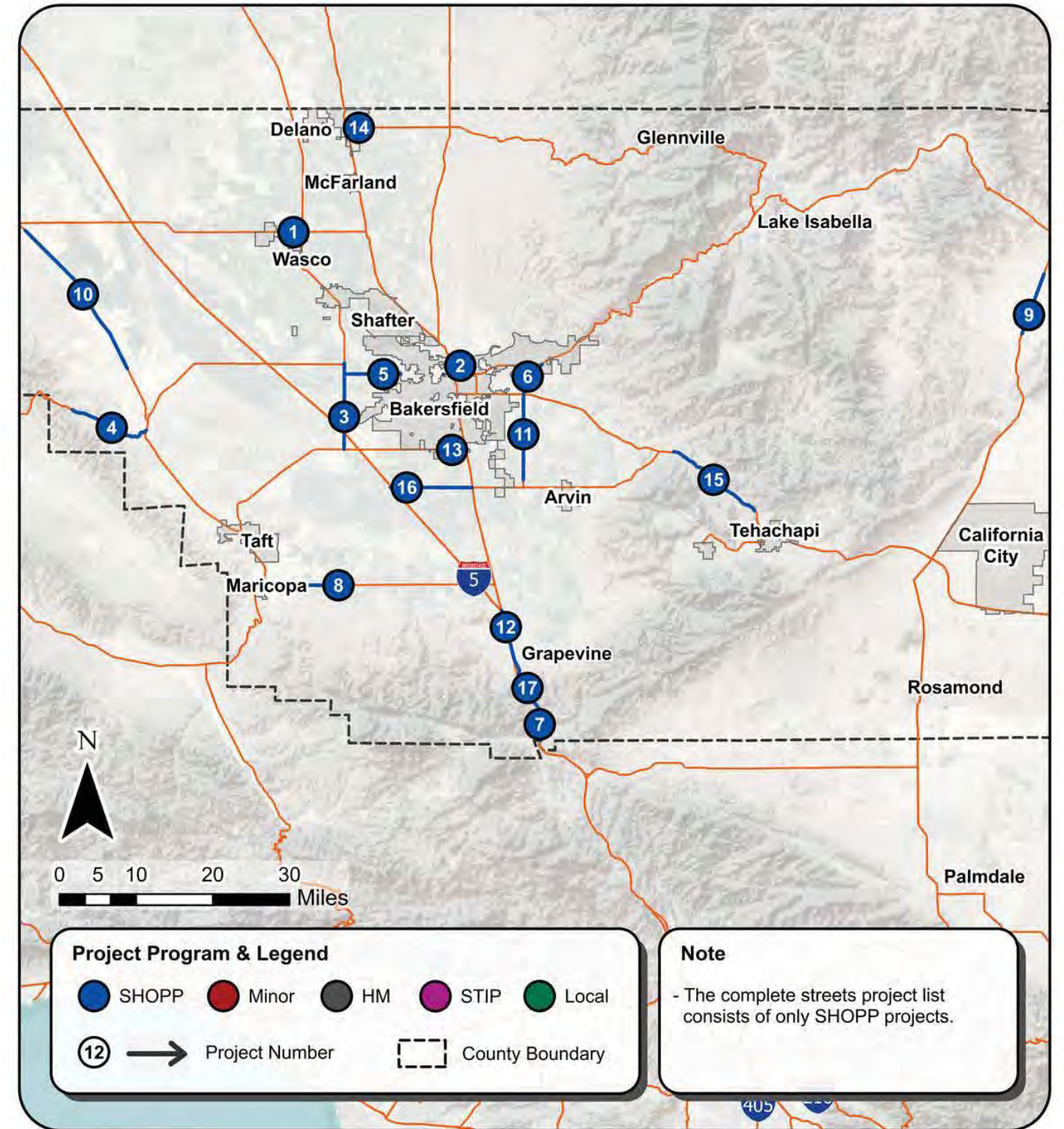




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
COMPLETE STREETS PROJECT LIST - PART I**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
COMPLETE STREETS PROJECT LIST								
1	0U480	6	46	49 / 50.9	Wasco Route 46 CAPM / Pavement Preservation (CAPM)	Closeout	\$7,610	2019/20
2	0U490	6	204	5.1 / 6.7	Golden Empire CAPM / Pavement Preservation (CAPM)	Closeout	\$5,105	2019/20
3	0U100	6	43	0 / 9.3	Enos Lane CAPM & ADA Curb Ramps / Pavement Preservation (CAPM)	CON	\$14,339	2019/20
4	0X350	6	58	6.00 / 15.40	Reward CAPM / Pavement Preservation (CAPM)	DES / ROW	\$15,970	2020/21
5	0U110	6	58	39.9 / 46	West Rosedale CAPM / Pavement Preservation (CAPM)	Closeout	\$12,400	2020/21
6	0U430	6	184	8.3 / 12.13	Morning Drive 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$12,140	2020/21
7	0X330	6	5	0.0 / 4.40	Fort Tejon 2R Rehab / Pavement Rehabilitation (2R)	ENV	\$31,350	2022/23
8	0X380	6	166	0.00 / 9.00	Maricopa Highway CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$14,540	2022/23
9	37890	9	14	46.2 / 52.8	Freeman 3 CAPM / Pavement Repair (CAPM)	ENV	\$8,707	2022/23
10	0Y130	6	33	40.40 / 59.00	Blackwell's Corner CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$22,570	2022/23
11	0U290	6	184	0.8 / 8.3	Weedpatch Hwy 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$33,055	2022/23
12	0U500	6	5	10.20 / 15.90	Wheeler Ridge CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$22,350	2023/24
13	0V610	6	119	28.3 / 31.28	Pumpkin Center 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$57,300	2023/24
14	0W810	6	155	0.00 / 1.50	Delano SR-155 Rehab (3R) / Roadway Rehabilitation (3R)	ENV	\$16,740	2023/24
15	37920	9	58	77.252 / 88.34	Keene Pavement / Pavement Repair CAPM/Rehab	ENV	\$165,515	2024/25
16	1C060	6	223	1.85 / 10.5	Kern 223 Rehab / Remove and Replace HMA (Full Depth Recycle)	ENV	\$9,877	2024/25
17	0W920	6	5	4.4 / 10.20	Grapevine Rehab / Pavement Rehabilitation (2R)	ENV	\$95,658	2024/25



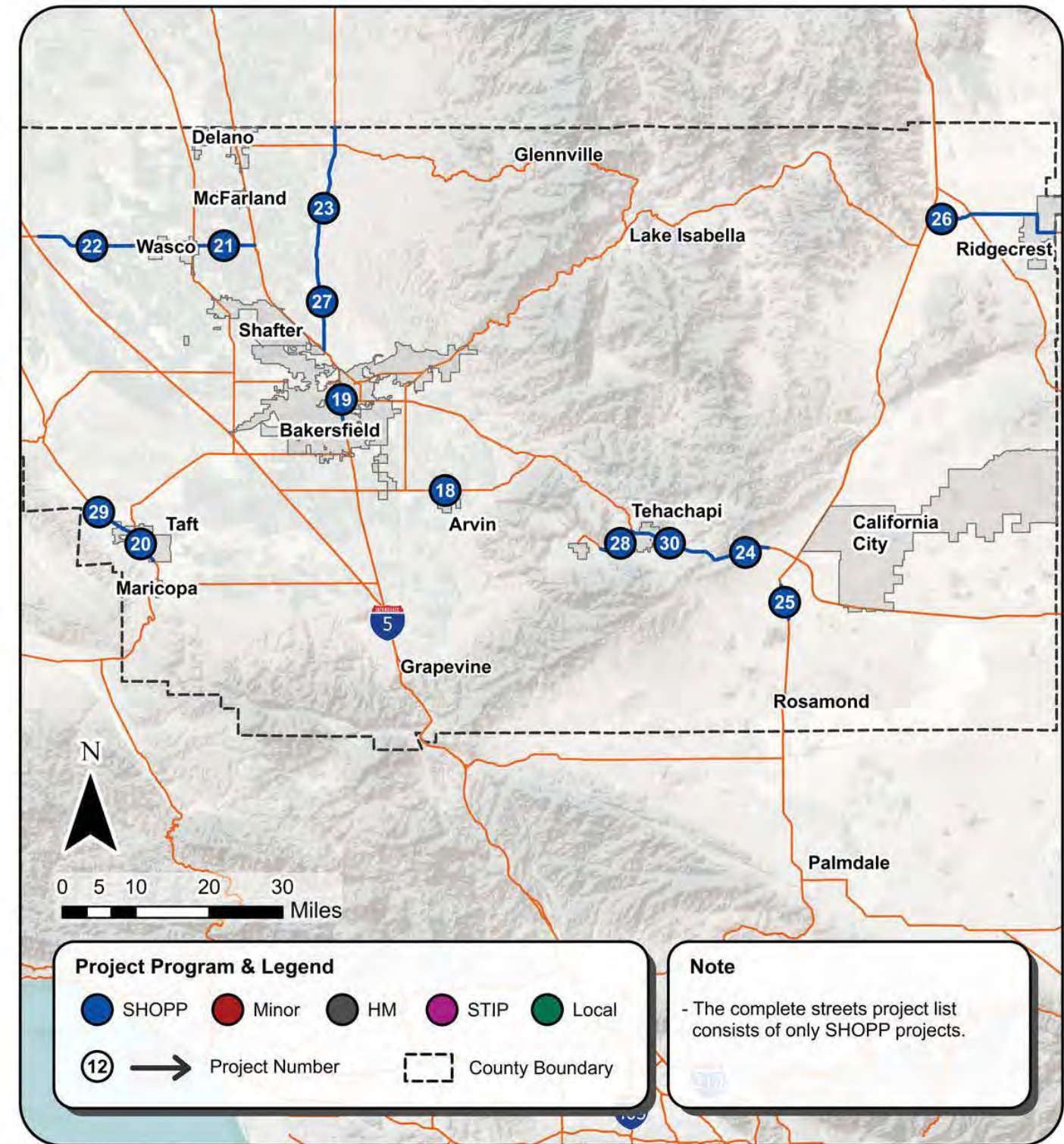
Note
- The complete streets project list consists of only SHOPP projects.



**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
COMPLETE STREETS PROJECT LIST - PART II**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
COMPLETE STREETS PROJECT LIST								
18	0Y150	6	223	R20.1 / 21.3	Arvin CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$5,029	2024/25
19	0X370	6	99	21.15 / 24.60	Bakersfield 99 Rehab II (South) / Roadway Rehabilitation (3R)	ENV	\$68,290	2025/26
20	0W830	6	33	14.40 / 17.90	South Taft Rehab / Roadway Rehabilitation (3R)	ENV	\$26,704	2025/26
21	1A760	6	46	50.80 / 57.78	East Wasco CAPM / Rehabilitate Pavement	ENV	\$20,211	2025/26
22	1A680	6	46	33.50 / 46.00	Semitropic CAPM / Overlay RHMA, Upgrade Guardrail and Dikes	ENV	\$20,994	2025/26
23	19565	6	65	6.90 / 25.16	CAPM	Future	\$16,351	2026/27
24	38310	9	58	R99.8 / R107.7	Cache Creek Pavement / Restore Pavement and Drainage	ENV	\$39,623	2026/27
25	37520	9	14	R12.6 / 16.7	Mojave Pavement / Rehab/CAPM Pavement and Upgrade ADA	ENV	\$47,558	2026/27
26	38330	9	178	88.6 / 104.6	Ridgecrest/Inyokern Pavement / Restore Pavement, Fix Drainage and ADA	ENV	\$72,355	2027/28
27	19581	6	65	R0.0 / 6.9	CAPM	Future	\$13,058	2028/29
28	20430	9	202	R5.0 / 12.093	In Kern County in and near Tehachapi from the beginning of the route to route 58	Future	\$9,387	2028/29
29	19564	6	33	17.9 / 24.0	CAPM	Future	\$7,991	2028/29
30	37510	9	58	R90.5 / R100.0	In Kern county at Tehachapi from Exit 148 to 0.04 miles south of Cache Creek Overflow #2 bridge.	Future	\$41,208	2028/29





February 5, 2021

TO: Regional Project Delivery Partners

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

Joseph Stramaglia,
Project Delivery Team Lead

SUBJECT: **SAVE THE DATE - 2022 RTIP KCOG WORKSHOPS**

Please make a note of the dates and time listed below for the Kern COG 2022 RTIP Workshops. Reminder e-mail messages, workshop flyers, and agenda packages will be sent out as each date approaches. Dates will be included in updated TTAC and Board agenda reports.

- Wednesday **May 19, 2021** – 10:00 AM to 11:00 AM – teleconference
- Wednesday **July 21, 2021** – 10:00 AM to 11:00 AM – teleconference
- Wednesday **September 22, 2021** – 10:00 AM to 11:00 AM – teleconference

Topics for presentations and discussions will include but are not limited to the following items:

May Workshop

- STIP 101, latest guidelines and KCOG policy
- Current funding needs of projects in the STIP and those that were delayed
- Status of partnership projects in Eastern Kern MOU with Inyo, Mono & Caltrans
- Discussion on need for future call for projects

July Workshop

- Update on funding needs of projects in the STIP and those that were delayed
- Eastern Kern MOU response from Caltrans on 40% participation
- Advancing newer projects of interest and partnership
- Options for administrative draft 2022 RTIP Capital Improvement Program

September Workshop

- Review and discuss proposed administrative draft 2022 RTIP Capital Improvement Program

**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.

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.

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] DEC 15 2014
Ahron Hakimi, Executive Director Date

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

Inyo County Local Transportation Commission

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

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

Mono County Local Transportation Commission

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

[Signature] 11/13/14
Marshall Rudolph, County Counsel 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.06)

[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- 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.

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 Newitt 1-7-99
Jeff Newitt Date
Executive Director

Mono County Local Transportation Commission

Joann Ronci 1-7-99
Joann Ronci Date
Chairman

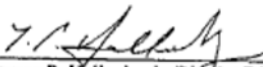
Marshall Rudolph 1/7/99
Marshall Rudolph Date
County Counsel

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:

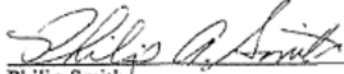
40% by the County RIP in which the PROJECT is located
40% by the State IIP
10% each by the two remaining County's RIPs

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

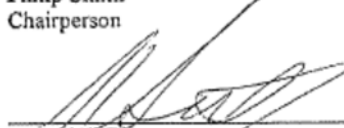
Attachment A

Kern Council of Governments:

Approved as to form:

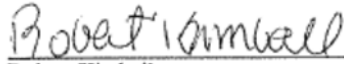

Philip Smith
Chairperson

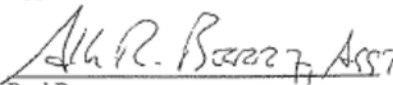

Kirk Perkins
Deputy County Counsel


Ronald E. Brummett
Executive Director

Inyo County Local Transportation Commission

Approved as to form:

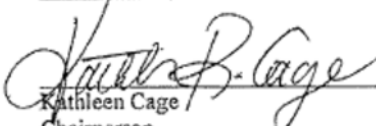

Robert Kimball
Chairman

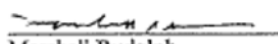

Paul Bruce
County Counsel


Jeffrey Jewett
Executive Director

Mono County Local Transportation Commission

Approved as to form:

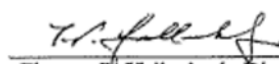

Kathleen Cage
Chairperson

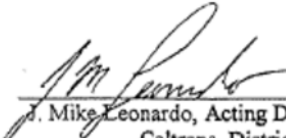

Marshall Rudolph
County Counsel


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	\$44,866	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	\$24,731	\$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	\$125	\$510	\$125	\$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.

CURRENT BASELINE 60/40 UPDATE PAGE 1 OF 3

DRAFT Regional Improvement Program 60/40 Formula Apportionment
(Programming After 2018 RTIP)

Project Description	Balance	Non - 60/40	Metro	%	Non-Metro	%
1998 RTIP Augmentation	\$6,177,000		\$3,706,200	60%	\$2,470,800	40%
Cecil Ave; Albany St-Browning Rd	\$5,646,000				\$531,000	
7th Standard; Rte 99-Santa Fe Exp.	\$5,070,000				\$576,000	
Wheeler Ridge Rd; Le Gray Rd-Rte 223	\$3,970,000				\$1,100,000	
Rte 14; old Rte 58-Phillips Rd	\$3,550,000				\$420,000	
Rte 46; SLO Co. line-Keck's Corner **	\$3,185,000				\$365,000	
Rte 46; Wasco Rte 43 N.-Jumper Ave	\$2,185,000				\$1,000,000	
Rte 58; in Tehachapi at Dennison Rd	\$1,685,000				\$500,000	
Rte 119; in Taft, Cherry-Tupman	\$868,000				\$817,000	
Rte 184; Rte 223-Panama Lane	\$254,000				\$614,000	
Rte 395; Inyo Co.-Olancha/Cartago	\$139,000				\$115,000	
1998 Balance	\$139,000 ^{ab}		\$0	0%	\$6,038,000	98%
2000 RTIP Committed Programming^{ac}	\$7,426,000		\$4,455,600	60%	\$2,970,400	40%
Rte 14; old Rte 58-Phillips Rd	\$2,000,000				\$5,426,000	
Rte 46; SLO Co. line-Keck's Corner **	\$1,000,000				\$1,000,000	
Rte 46; Keck's Road to I-5 **	\$0				\$1,000,000	
2000 Balance			\$0	0%	\$7,426,000	100%
2002 RTIP Committed Programming^{ac}	\$37,008,000		\$8,766,000	60%	\$5,844,000	40%
STIP PPM	\$36,510,000	\$498,000				
Westside Parkway ^{ad}	\$14,610,000	\$21,900,000				
Rte 14; near Rte 178	\$13,086,000				\$1,524,000	
Rte 46; Keck's Road to I-5 ^{ae}	\$8,631,000				\$4,455,000	
Rte 46; Rte43 N.-Jumper Ave	\$8,221,000				\$410,000	
Rte 58; in Tehachapi at Dennison Rd	\$7,186,000				\$1,035,000	
Rte 99; White Lane Soundwall	\$6,436,000		\$750,000			
Rte 119; in Taft, Cherry-Tupman	\$5,438,000				\$1,000,000	
Rte 184; Weedpatch Hwy	\$4,096,000				\$1,340,000	
Rte 395; China Lake Blvd to Rte178	\$3,296,000				\$800,000	
Rte 395; Mono Co. - Highpoint Curve	\$3,165,000				\$131,000	
Rte 395; I-15 to Rte 58	\$1,185,000				\$2,000,000	
West Ridgecrest Blvd	\$165,000				\$1,000,000	
7th Standard Road (East) - Wings Way	\$0		\$165,000			
2002 Balance			\$915,000	6%	\$13,695,000	94%
2004 RTIP Committed Programming^{ac}	\$72,132,000		\$24,643,800	60%	\$16,429,200	40%
STIP PPM	\$71,773,000	\$359,000				
Westside Parkway ^{ad}	\$41,073,000	\$30,700,000				
Rte 14; old Rte 58-Phillips Rd	\$22,960,000				\$18,113,000	
Rte 46; SLO Co. line-Keck's Corner **	\$22,160,000				\$800,000	
Rte 46; Rte43 N.-Jumper Ave	\$21,500,000				\$680,000	
Rte 119; in Taft, Cherry-Tupman	\$21,000,000				\$500,000	
Rte 178; at Fairfax Rd	\$6,000,000		\$15,000,000			
7th Standard Road Interchange	\$3,500,000		\$2,500,000			
7th Standard Road (East) - Wings Way	\$1,000,000		\$2,500,000			
7th Standard Road (West) - Shafter	\$0				\$1,000,000	
2004 Balance			\$20,000,000	49%	\$21,073,000	51%

CURRENT BASELINE 60/40 UPDATE PAGE 2 OF 3

DRAFT Regional Improvement Program 60/40 Formula Apportionment
(Programming After 2018 RTIP)

Project Description	Balance	Non- 60/40	Metro	%	Non-Metro	%
2006 RTIP - Respreading Budget**	\$13,014,000		\$7,733,400	60%	\$5,155,600	40%
STIP PPM	\$12,889,000	\$125,000				
Rte 58; in Tehachapi at Dennison Rd	\$11,720,000				\$1,169,000	
Rte 395; China Lake Blvd to Rte178	\$11,280,000				\$440,000	
Rte 395; Inyo Co.-Indep. Mitigation	\$11,200,000				\$80,000	
7th Standard Road (West) - Shafter	\$0				\$11,200,000	
2006 Balance			\$0	0%	\$12,889,000	100%
2006 RTIP Augmentation	\$20,592,000		\$1,843,200	60%	\$1,228,800	40%
STIP PPM	\$19,772,000	\$820,000				
Westside Parkway**	\$3,072,000	\$16,700,000				
Rte 46; Keck's Road to Rte 33**	\$2,622,000				\$450,000	
Rte 395; Inyo Co.-Independence	\$687,000				\$1,935,000	
Rte 395; Inyo Co.-Olancha/Cartago	\$0				\$687,000	
2006 Augmentation Balance			\$0	0%	\$3,072,000	100%
2008 RTIP Committed Programming	\$164,761,000		\$81,756,800	60%	\$41,171,200	40%
STIP PPM	\$161,598,000	\$3,163,000				
Westside Parkway**	\$28,398,000	\$58,670,000	\$74,530,000			
Rte 46; SLO Co. line-Keck's Corner **	\$27,098,000				\$1,300,000	
Rte 46; Keck's Road to Rte 33**	\$0				\$27,098,000	
2008 Balance			\$74,530,000	72%	\$28,398,000	28%
2010 RTIP Committed Programming	\$54,477,000		\$31,620,000	60%	\$21,080,000	40%
STIP PPM	\$52,700,000	\$1,777,000				
Westside Parkway	\$2,700,000		\$50,000,000			
SR 99: South	\$0		\$2,700,000			
2010 Balance			\$52,700,000	100%	\$0	0%
2012 RTIP Committed Programming	\$16,318,000		\$9,232,800	60%	\$6,155,200	40%
STIP PPM	\$15,388,000	\$930,000				
Rte 14; near Rte 178	\$9,868,000				\$5,520,000	
Rte 395; Inyo Co. Olancha/Cartago	\$7,700,000				\$2,168,000	
West Ridgecrest Blvd	\$1,500,000				\$6,200,000	
Challenger Drive Ext.	\$0				\$1,500,000	
2012 Balance			\$0	0%	\$15,388,000	100%
2014 RTIP Committed Programming	\$5,803,000		\$3,123,000	60%	\$2,082,000	40%
STIP PPM	\$5,205,000	\$598,000				
Rte 119; Truck Climbing Lane	\$0				\$5,205,000	
2014 Balance			\$0	0%	\$5,205,000	100%
2016 RTIP Respreading Budget**	\$38,398,000		\$22,560,600	60%	\$15,040,400	40%
STIP PPM	\$37,601,000	\$797,000				
Rte 46; Lost Hill Rd to E of I-5; 4A**	\$33,501,000				\$4,100,000	
Rte 58; Westside Parkway Connector	\$500,000		\$33,001,000			
Rte 395; Inyo Co. Olancha/Cartago Arch.	\$0				\$500,000	
2016 Balance			\$33,001,000	87%	\$4,600,000	12%

CURRENT BASELINE 60/40 UPDATE PAGE 3 OF 3

DRAFT Regional Improvement Program 60/40 Formula Apportionment
(Programming After 2018 RTIP)

Project Description	Balance	Non- 60/40	Metro	%	Non-Metro	%
2018 RTIP Committed Programming	\$38,820,000		\$22,842,000	60%	\$15,228,000	40%
STIP PPM	\$38,070,000	\$750,000				
Rte 14 Freeman Gulch-Segment 2	\$36,110,000				\$1,960,000	
Rte 46; Brown Mat.-e/o Lost Hills Rd; 4B**	\$33,710,000				\$2,400,000	
Rte 58; WS Pkwy Conn Mainline Ph1	\$3,500,000		\$30,210,000			
Rte 132 Expressway, Phase 1	\$0				\$3,500,000	
2018 Balance			\$30,210,000	79%	\$7,860,000	21%
2020 RTIP Cycle	\$40,645,000		\$23,937,000	60%	\$15,958,000	40%
STIP PPM	\$39,895,000	\$750,000				
Rte 46; CA Aque. Br-e/o Lost Hills Rd; 4B**	\$36,295,000				\$3,600,000	
Rte 46; Brown Mat.-CA Aqueduct; 4C	\$9,295,000				\$27,000,000	
Rte 395; Inyo Co. Olancha/Cartago	\$0				\$9,295,000	
2020 Balance			\$0	0%	\$39,895,000	100%
End Balance**			\$211,356,000	56%	\$185,539,000	44%
			<u>\$226,137,000</u>	<u>60%</u>	<u>\$150,758,000</u>	<u>40%</u>
			-\$14,781,000		\$14,781,000	

Notes:

** As per \$45 million total commitment.

** Carryover included in the next RTIP fund estimate because no project was ready to utilize for any phase of development.

** The 2006 RTIP and 2016 RTIP do not offer any new programming dollars instead existing unallocated programming from previous RTIP cycles has been respread.

** \$145 million of 1998 RTIP funds were dedicated to the former Kern River Freeway in the Metro area at the beginning of SB45 and before the 60/40 policy adoption. The "End Balance" is calculated without the \$145 million.

** "End Balance" analysis consists of the sum of committed programming. Kern COG staff was careful not to double count any commitments. Please bring any corrections to the attention of Kern COG staff.

September 1, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Joseph Stramaglia,
Project Delivery Team Lead

SUBJECT: TTAC AGENDA ITEM: XV.
CLEAN CALIFORNIA – NEW PROJECT GRANT PROGRAM

DESCRIPTION: The California Department of Transportation (Caltrans) is developing the Clean California Local Grant Program as part of a two-year program through which approximately \$296 million in funds (statewide) will go to local communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers to clean and enhance public spaces.

DISCUSSION: The California Department of Transportation (Caltrans) is developing the Clean California Local Grant Program as part of a two-year program through which approximately \$296 million in funds will go to local communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers to clean and enhance public spaces. Through the combination of adding beautification measures and art in public spaces along with the removal of litter and debris, this effort will enhance communities and improve spaces for walking and recreation.

Caltrans recently announced their intent to implement this program as of the writing of this report. At this time, there are two scheduled workshops in September and October to further discuss guidelines development for the program. That information was sent out to regional project delivery partners and stakeholders at large, on August 17, 2021. The information sent included an invitation to register for the program mailing list and the program website which includes more workshop information and timeline information. Grants will be due by December 2021 and project selection and approval will be done by early spring of 2022. While there is currently no indication that the program will have separate regional funding; Kern COG staff has sent an inquiry to get more details about anticipated funding structure.

For workshop and timeline: <https://cleancalifornia.dot.ca.gov/local-grants/workshops-milestones>

To receive Caltrans notifications: <https://lp.constantcontactpages.com/su/BX4kgoT/CleanCALocalGrant>

Action: Information.

Attachments: Clean California Guidelines Workshop Flyer
Clean California Program Fact Sheet



CLEAN CALIFORNIA

LOCAL GRANT PROGRAM GUIDELINES WORKSHOPS

Stakeholders are invited to participate in two workshops to develop guidelines for the Clean California Local Grant Program.

The Clean California Local Grant Program will provide approximately \$296 million in funds to communities to beautify and improve streets and roads, tribal lands, parks, pathways and transit centers to restore pride in public spaces.

SEPTEMBER 1, 2021
8:30 AM - 12:30 PM

OCTOBER 7, 2021
8:30 AM - 12:30 PM

**REGISTRATION INFORMATION
COMING SOON!**

[Click here to visit the website](#)

Join our mailing list [HERE](#)

Questions? CleanCA.LocalGrant@dot.ca.gov



CLEAN CALIFORNIA

Local Grant Program

The Clean California Local Grant Program, administered by the California Department of Transportation (Caltrans), will provide approximately \$296 million as part of a two-year program to beautify and improve streets and roads, tribal lands, parks, pathways, and transit centers to restore pride in public spaces.

Applicants must be local or regional public agencies, transit agencies, or tribal governments. Nonprofit organizations may be sub-applicants.

Project Types

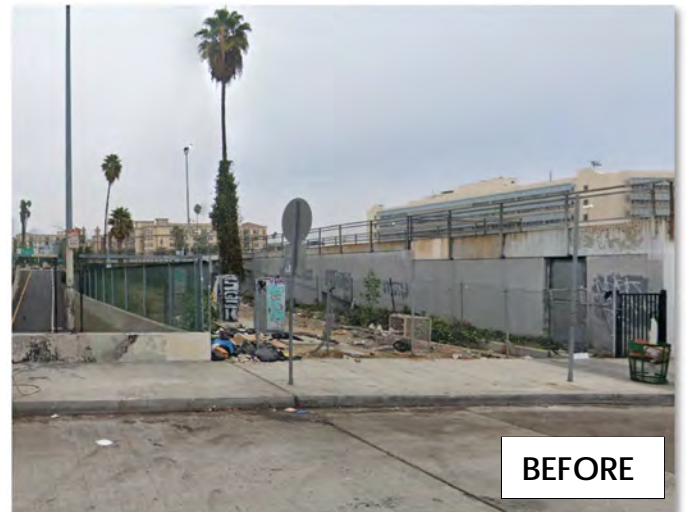
Eligible projects shall include, but not be limited to:

- Community litter abatement and beautification
- Community litter abatement events and/or educational program

Funding

The grant program guidelines are being developed with a framework that recognizes the diverse funding needs of potential applicants throughout the state.

- The local match component will range from 0% to 50% of the project costs.
- Half of the overall program funds will benefit or be located in underserved communities.
- The maximum grant is \$5 million.



110/28th Street, Los Angeles



CLEAN CALIFORNIA

Local Grant Program

Project Selection Criteria

Caltrans will develop project selection criteria that will incorporate:

- Community need
- Potential to enhance and beautify public space
- Potential for greening to provide shade, reduce the urban heat island effect, and use native drought-tolerant plants
- Potential to improve access to public space
- Public engagement in the project proposal that reflects community priorities
- Benefit to underserved communities

These funds shall not be used to displace people experiencing homelessness. Projects must be completed by June 30, 2023.

Program Guidelines & Call for Projects

Caltrans is developing program guidelines and will solicit input through stakeholder workshops.

Event	Date
Workshop #1	September 1, 2021*
Workshop #2	October 7, 2021*

* Pre-Registration for the workshops will be on the website listed below.

Projected timeline:

Milestone	Date
Call for Projects	December 2021**
Project Application Deadline	February 2022**
Project Award Notification	March 2022**

** Visit the website listed below for the most up-to-date information.

Prepare Your Project(s) Now!

- Identify potential project site(s) and/or educational program concept(s)
- Plan and begin your community engagement
- Start project/program design plans
- Stay informed on guideline drafts and updates through workshops and website

For more information, please visit: <https://cleancalifornia.dot.ca.gov/local-grants>

Sign up for our mailing list [HERE](#)

Questions? Email: CleanCA.LocalGrant@dot.ca.gov

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

**KERN COG BOARD ROOM/ GoToMeeting
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA**

**WEDNESDAY
October 6, 2021
10:00 A.M.**

SPECIAL NOTICE

**Public Participation and Accessibility
October 6, 2021 Transportation Technical Advisory Committee**

On March 17, 2020, Governor Gavin Newsom issued Executive Order N-29-20, which includes a waiver of Brown Act provisions requiring physical presence of the Council or the public in light of the COVID-19 pandemic. Based on guidance from the California Governor's Office and Department of Public Health, as well as the County Health Officer, in order to minimize the potential spread of the COVID-19 virus, Kern Council of Governments hereby provides notice that as a result of the declared federal, state, and local health emergencies, and in light of the Governor's order, the following adjustments have been made:

- The meeting scheduled for **October 6, at 10:00 a.m.** will have limited public access to maintain social distancing. Masks will be required to attend the meeting in person.
- Consistent with the Executive Order, Committee/Board Members may elect to attend the meeting telephonically and participate in the meeting to the same extent as if they were physically present.
- The public may participate in the meeting and address the Committee in person under Public Comments.
- If the public does not wish to attend in person, they may participate in the meeting and address the Committee as follows:

If you wish to comment on a specific agenda item, submit your comment via email to feedback@kerncog.org **no later than 9:30 a.m. October 6, 2021.** Please clearly indicate which agenda item number your comment pertains to. If you wish to make a general public comment not related to a specific agenda item, submit your comment via email to feedback@kerncog.org **no later than 9:30 a.m. October 6, 2021.**

<https://www.gotomeet.me/KernCOG/ttacmeeting>

Dial +1 (786) 535-3211

Access Code: 269-963-557

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) 635-2900. 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: Minutes from meeting of September 1, 2021. ROLL CALL VOTE.**

- IV. **FY 2021-22 TDA PUBLIC TRANSIT CLAIM – NORTH OF THE RIVER RECREATION AND PARK DISTRICT (NOR)** (Banuelos)
- Comment:** According to California Public Utilities Code Section 99260 et seq., and Kern COG TDA Rules and Regulations, eligible organizations may submit a claim for the purpose of supporting public transit systems. North of the River Recreation and Park District (NOR) submitted a TDA transit claim for FY 2021-22 which totals \$983,205.
- Action:** Review TDA Public Transit Claim for North of the River Recreation and Park District (NOR) for FY 2021-22 and recommend approval to the Transportation Planning Policy Committee. ROLL CALL VOTE.
- V. **2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM** (Stramaglia)
- Comment:** Every two years in the odd-numbered year, regional transportation planning agencies are to submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission for their approval in December of the same odd-numbered year.
- Action:** Information.
- VI. **ACTIVE TRANSPORTATION PROGRAM AUGMENTED PROGRAM OF PROJECTS 2021** (Snoddy)
- Comment:** The California Transportation Commission Cancellation of the \$500 Million Active Transportation Program (ATP) Augmentation Funds.
- Action:** Information.
- VII. **REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) – STATUS UPDATE** (Pacheco)
- Comment:** Kern COG staff has prepared a revised application log. A total of 20 applications were received, requesting \$25 million in RSTP funding.
- Action:** Information.
- VIII. **PROJECT ACCOUNTABILITY TEAM REPORT** (Pacheco)
- Comment:** Kern COG staff to provide the latest updates.
- Action:** Information.
- IX. **ELECTION OF VICE CHAIRPERSON** (Invina-Jayasiri)
- Comment:** The current Vice-Chairperson is retiring from the County of Kern. The Kern Council of Governments (Kern COG) Transportation Technical Advisory Committee (TTAC) needs to select a new Vice-Chairperson.
- Action:** Select a Vice-Chairperson for the Kern COG TTAC. ROLL CALL VOTE.
- X. **ANNOUNCEMENTS**
- a. I-5 Freight ZERO Pilot Study
 - b. EV Solar Car Teacher's Workshop – October 23rd
 - c. First Responder Electric Vehicle Training – November 2nd
- XI. **MEMBER ITEMS**
- XII. **ADJOURNMENT** – The next meeting will be held on November 3, 2021.

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

DISCUSSION SUMMARY FOR SEPTEMBER 1, 2021

KERN COG BOARD ROOM/GO TO MEETING
1401 19th Street, Suite 300
BAKERSFIELD, CALIFORNIA

Wednesday
September 1, 2021
10:00 A.M.

Chairman Schlosser called the meeting to order at approximately 10:01 a.m. A roll call was conducted by Ms. McCulloch for attendance.

I. ROLL CALL

MEMBERS PRESENT:

Christine Viterelli	City of Arvin
Ryan Starbuck	City of Bakersfield
Ed Galero	City of Delano
Bob Neath	County of Kern
Loren Culp	City of Ridgecrest
Alex Gonzalez	City of Shafter
Craig Jones	City of Taft
Jay Schlosser	City of Tehachapi
Lorena Mendibles	Caltrans
Steve Barnes	GET

OTHER:

Yolanda Alcantar	County of Kern
Alexa Kolosky	County of Kern
Samuel Lux	County of Kern
Scott Lau	Caltrans
Lupita Mendoza	Caltrans
Luis Topete	City of Bakersfield
Paul Johnson	City of Bakersfield
Cindy Parra	GET
Asha Chandy	Bike Bakersfield
Troy Hightower	TDH Associates

STAFF:

Ahron Hakimi	Becky Napier
Raquel Pacheco	Rochelle Invina-Jayasiri
Veronica McCulloch	Linda Urata
Ed Flickinger	Angelica Banuelos
Bob Snoddy	Rob Ball
Joe Stramaglia	

- 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.

- III. APPROVAL OF DISCUSSION SUMMARY: Minutes from meeting of June 30, 2021 (July meeting).**

Mr. Barnes made a motion to approve the discussion summary, Mr. Starbuck seconded the motion. Ms. Mcculloch performed a roll call vote and motion carried unanimously with a roll call vote.

Ms. Viterelli joined the meeting during this item.

**IV. FY 2020-21 TDA PUBLIC TRANSIT CLAIM – CITY OF RIDGECREST
FY 2021-22 TDA PUBLIC TRANSIT CLAIM – COUNTY OF KERN (Banuelos)**

Ms. Banuelos stated there were 2 TDA claims submitted and received. The City of Ridgecrest submitted a TDA transit claim for FY 2020-21 which totals \$148,781. County of Kern submitted a TDA transit claim for FY 2021-22 which totals \$9,825,178.

Staff has reviewed the claims and the action requested was for the TTAC to review TDA Public Transit Claim for the City of Ridgecrest for FY 2020-21 and TDA Public Transit Claim for County of Kern for FY 2021-22 and recommend approval to the Transportation Planning Policy Committee.

Mr. Starbuck made a motion to approve the recommendation to the TPPC. Mr. Galero seconded. Ms. Mcculloch performed roll call and the motion carried with a roll call vote.

**V. BRIDGE/PAVEMENT CONDITION TAMP SURVEY ON LOCAL NHS ROUTES DUE SEPTEMBER 2, 2021
(Flickinger)**

Mr. Flickinger requested data from jurisdictions that have NHS routes from Kern, Bakersfield, Shafter, California City, Delano, and Ridgecrest. The data is for the development of the Caltrans 2022 Transportation Asset Management Plan. Data is still needed from Bakersfield. Mr. Starbuck and staff will be submitting the data.

Chairman Schlosser asked if there were any questions about the report from the committee. There were no comments from the committee.

VI. TRANSPORTATION MODELING COMMITTEE MEETING NOTES (Flickinger)

Mr. Flickinger reported on the August 4th Kern COG Transportation Modeling Committee meeting.

The TMC discussed the 2020 Travel Model Validation, SB 743 Script update on the VMT analysis, and the additional traffic count program. The TMC also discussed bike and pedestrian count locations.

This item was just for information only. Mr. Schlosser asked about the SB 743 script timeline and there were no other questions or comments from the committee.

VII. CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM – STATUS UPDATE (Pacheco)

Ms. Pacheco reported Kern COG received a total of 28 applications, requesting \$45.5 million in CMAQ funding. A CMAQ application summary and applications received were posted on August 25th to the Kern COG website. The CMAQ files are two zip files – labeled file 1 and file 2. The TTAC peer review comments are due October 8. Thank you to Kern County for submitting comments early. Everyone else, please submit comments via email to rpacheco@kerncog.org. 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 November 10th at 10:00 AM.

This item is for information only. The deadline for TTAC comments is October 8th.

VIII. REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) – STATUS UPDATE (Pacheco)

Ms. Pacheco reported Kern COG received a total of 18 applications by the deadline, requesting \$23.5 million in RSTP funding. Kern COG staff will review applications received and develop the RSTP Program of Projects.

This item is for information only.

IX. REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) – LATE APPLICATIONS (Pacheco)

Ms. Pacheco stated Kern COG staff is seeking TTAC discussion regarding late submittal of RSTP applications. There were two late applications received after the deadline from Tehachapi and Ridgecrest. To consider applications submitted late: A. would set a precedent; B. would not be fair to other agencies who submitted on time; and C. would require the deadline to be extended for all.

The Kern COG RSTP Policy shall direct the programming of available RSTP funding, there are two excerpts to keep in mind: 1. The RSTP program is not a grant or formula-driven program. 2. Kern COG shall retain the right to redirect program funding to other agencies so as not to lose funding to the Kern region. The Kern COG RSTP Policy does not address late applications.

The action requested is for the Transportation Technical Advisory Committee to recommend deferring this item to the Transportation Planning Policy Committee for action.

After discussion by the TTAC, there was a motion by Mr. Neath to recommend that applications submitted prior to the deadline be accepted and that the deadline not be extended for other applications. Second by Ms. Viterelli. The motion passed with 7 votes in favor and 2 against.

X. SUSTAINABLE COMMUNITY GRANTS/COG ASSISTANCE REQUESTS AND FEEDBACK MONITORING DATA – EMAIL REQUESTS DUE TO KERN COG THURSDAY, SEPTEMBER 30, 2021
(Ball)

Mr. Ball is requesting member agencies to email him, Ms. Urata or Ms. Campbell by September 30th of a project(s) that would need Kern COG assistance. The staff report also includes a list of grant resources that are available. He also discussed the monitoring data feedback that shows the latest modeling of auto Vehicle Miles Traveled per person throughout the county.

Mr. Neath asked for clarification on the grant funding purposes. Mr. Ball explained that Kern COG is programming staff time to assist member agencies to apply for grants that will help meet the region's SCS and travel reduction goals such as transit projects.

The item was for information only. There were no other comments or questions from the committee. Technical/grant writing assistance requests from member agencies are due to Kern COG by September 30th.

XI. MOBILITY INNOVATIONS AND INCENTIVES PROGRAM - STATUS REPORT (Urata)

Ms. Urata reported on the activities from May 1, 2021 to July 31, 2021 for the Mobility Innovations and Incentives program. She notes the National Drive Electric Week Best Drive Ever test drive event and Electric Vehicle Media Campaign have been postponed to Spring of 2022 due to concerns of COVID. In addition, she reported there is an increase in program funding for the CEC grant agreement. There is funding available for EV charging stations.

This item is was for information only. There were no other comments or questions from the committee.

XII. AB 140 REGIONAL EARLY ACTION PLANNING (REAP) GRANT PROGRAM OF 2021 (Snoddy)

Mr. Snoddy reported on July 11, 2021, the California Legislature amended AB 140 to include the housing trailer bill language for the Fiscal Year 2021-22 budget. The bill was signed by the Governor and Chaptered on July 19, 2021.

Since bicycle and pedestrian projects are eligible for funding under the AB 140 legislation, Kern COG staff recommends conducting an AB 140 workshop and inviting members of the Transportation Technical Advisory Committee to determine how much of the AB 140 funds should be used to fund the balance of TDA Article 3 projects and investigate how much remaining AB 140 funds should be used to fund ATP projects that fell below the State's ATP funding Cycle 5 funding threshold.

Mr. Starbuck made a motion to approve staff's recommendation, Mr. Galero seconded the motion. Ms. Mcculloch performed a roll call vote and motion carried unanimously with a roll call vote.

XIII. FY 2021-22 TDA ARTICLE 3 PROGRAM OF PROJECTS AMENDMENT (Snoddy)

Mr. Snoddy reported a possible Amendment of FY 2021-22 TDA Article 3 Program of Projects Amendment to address County of Kern's Bike Trail Extension at Kern River Golf Course. Ms. Alcantar provided a presentation on the project and status. Ms. Alcantar provided a revised project timeline and concluded the project can still be completed by the TDA application deadline of December 31, 2022. Ms. Parra also provided a map of an alternative route to consider.

Mr. Snoddy is asking the committee that this item be revised as an information item and to continue to monitor this project and work with Ms. Alcantar. There were no other questions or comments from the committee.

XIV. 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (Stramaglia)

Mr. Stramaglia provided an update to the Kern COG RTIP process and provided the upcoming schedule. The next workshop is scheduled for September 22, 2021 with a regional adoption scheduled for November.

Mr. Schlosser asked about the Hageman Flyover. This item was for information only and there were no other questions or comments from the committee.

XV. CLEAN CALIFORNIA – NEW PROJECT GRANT PROGRAM (Stramaglia)

The California Department of Transportation (Caltrans) is developing the Clean California Local Grant Program as part of a two-year program through which approximately \$296 million in funds (statewide) will go to local communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers to clean and enhance public spaces. Grants will be due by December 2021 and project selection and approval will be done by early spring of 2022. Links to the workshop and program information are included in the staff report.

This item was for information only and there were no other questions or comments from the committee.

XVI. ANNOUNCEMENTS:

Ms. Invina-Jaysiri announced the next CTC meeting is October 13-14.

Mr. Snoddy provided a reminder the High Speed Rail Committee adopted the Final EIR/EIS from Bakersfield to Palmdale. Mr Schlosser added the City Tehachapi provided feedback to HSR Committee.

XVII. MEMBER ITEMS

Ms. Mendibles reminded the workshop on the Clean California Workshop is September 1st.

ADJOURNMENT – Meeting adjourned at 11:37am. The next meeting will be held on October 6, 2021.



IV. TTAC

October 6, 2021

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Angelica Banuelos,
Administrative Assistant

SUBJECT: TTAC AGENDA ITEM: IV.
FY 2021-22 TDA PUBLIC TRANSIT CLAIM – NORTH OF THE RIVER RECREATION
AND PARK DISTRICT (NOR)

DESCRIPTION:

According to California Public Utilities Code Section 99260 et seq., and Kern COG TDA Rules and Regulations, eligible organizations may submit a claim for the purpose of supporting public transit systems. North of the River Recreation and Park District (NOR) submitted a TDA transit claim for FY 2021-22 which totals \$983,205.

DISCUSSION:

Kern COG staff has received and reviewed the following TDA Transit Claim:

<u>Claimants</u>	<u>LTF</u>	<u>STAF</u>	<u>TOTAL</u>
FY 2021-22 NOR	\$983,205	\$0	\$983,205
<hr/>			
Regional Claims Total	\$983,205	\$0	\$983,205

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 approval.

Action:

Review TDA Public Transit Claim for North of the River Recreation and Park District (NOR) for FY 2021-22 and recommend approval to the Transportation Planning Policy Committee. ROLL CALL VOTE.



October 6, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Joseph Stramaglia,
Project Delivery Team Lead

SUBJECT: TTAC AGENDA ITEM: V.
2022 Regional Transportation Improvement Program

DESCRIPTION:

Every two years in the odd-numbered year, regional transportation planning agencies are to submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission for their approval in December of the same odd-numbered year.

DISCUSSION:

The California Transportation Commission (CTC) has initiated the 2022 Regional Transportation Improvement Program (2022 RTIP) process at their January 27– 28, 2021 meeting to develop a statewide 2022 State Transportation Improvement Program (2022 STIP) for projects of regional significance. The general order of this process is 1) CTC develops a statewide 5-Year regional share fund estimate; 2) CTC updates 2022 STIP guidelines; 3) regions submit RTIP's; and 4) the CTC consolidates RTIP's and approves the 2022 STIP.

2022 Regional Transportation Improvement Program Schedule		
January 2021	CTC	Adopted 2022 STIP Fund Estimate Schedule
March 24-25, 2021	CTC	Present Fund Estimate Assumptions to Commissioners
May 12-13, 2021	CTC	Adopt Fund Estimate Assumptions
May 19, 2021	KCOG	Regional Workshop
June 23-24, 2021	CTC	Present Draft Fund Estimate
July 21, 2021	KCOG	Regional Workshop
August 18-19, 2021	CTC	Adopt Statewide Fund Estimate and Guidelines
September 22, 2021	KCOG	Regional Workshop – discuss Draft 2022 RTIP CIP
September 1 & 16, 2021	KCOG	Circulate Draft 2022 RTIP TTAC & TPPC
October 6 & 21, 2021	KCOG	Circulate Final 2022 RTIP TTAC & TPPC
November 3 & 18, 2021	KCOG	Regional Adoption of 2022 RTIP TTAC & TPPC
December 15, 2021	KCOG	Submit 2022 RTIP to the CTC by December 15, 2021
Jan 27 & Feb 3 2022	CTC	Conduct Northern/Southern California Public Hearing
February 28, 2022	CTC	CTC to publish staff recommendations for 2022 STIP
March 23-24, 2022	CTC	Adopt 2022 STIP

The process for the region is to 1) establish new programming capacity defined by the state's fund estimate; 2) assess current regional project needs including cost estimate updates; 3) develop a Capital Improvement Program (CIP); and 4) regionally adopt 2022 RTIP CIP for submission to the CTC by December 15, 2021.

Updates this month to the Kern COG 2022 RTIP Process –The Kern COG 2022 RTIP Workshop No. 3 scheduled for September 22, 2021 at 10:00 AM was conducted. The workshop focused on the content of the Draft 2022 RTIP CIP. *As of the mailing of the October 6, 2021 TTAC agenda, Attachment A reflects the Draft 2022 RTIP CIP previously circulated in September. However, the Final 2022 RTIP CIP will be circulated to the TTAC under separate cover a day or two prior to the October 6 meeting.* Staff expectations for the Final 2022 RTIP CIP may include revisions to the SR 46 Segment 4C RIP amounts and subsequently revisions to proposed SR 204 Hageman Flyover RIP funding. Final programming needs for the SR 46 Segment 4C are under review for the rights-of-way and construction phase and require additional time to secure. Funding shifts for the SR 46 project, from existing RIP funds to demonstration funding and SHOPP funding all require verification by the Caltrans project management team to ensure accuracy and success in delivering the final phase of this 23-year old project. The Final 2022 RTIP CIP will not have any changes to the total proposed new RIP amount of \$13,879,000. However, it's possible that some RIP will migrate back to the SR 46 project to ensure that it is fully funded going forward. It is expected that the Final 2022 RTIP CIP will still only focus on advancing the SR 46 and Hageman projects using new RIP capacity.

Current 2020 STIP as Adopted - Kern COG projects in the current 2020 State Transportation Improvement Program include highway capacity projects on State Routes 14, 46 and 58. It must be noted that specific regional actions from the 2020 RTIP cycle affect how the 2022 RTIP cycle program of project recommendations is developed. First, because there was no new funding capacity for the 2020 RTIP cycle, a regional decision of note was to defer \$30 million from a Caltrans partnership project at State Route 58 and 99 in order to advance construction of the final phase of State Route 46 widening project near Interstate 5. Because the 58 / 99 auxiliary lane project was deferred, it was also removed from the STIP. It is the region's intent that RTIP funding be used to supplement other state construction funding in the State Highway Operations Protection Program (SHOPP). It is staff's intention to restore this programming if there is funding capacity to do so and if Caltrans is advancing the design of the auxiliary lane.

The second important action of note taken during the 2020 RTIP cycle was to elevate the need for truck climbing lanes on State Route 58 east of Bakersfield. It is the region's intent that this project will also become a SHOPP project. However, the RTIP process could play a future role in advancing pre-construction phases to develop the project. Significant coordination with Caltrans will be required for both the auxiliary lane and truck-climbing lane projects. The third important action that the Board approved was on State Route 14, the Freeman Gulch widening project, which came to a stand-still when Caltrans was unable to offer its 40% of funding for these partnership projects with Inyo and Mono County. As a result, the Kern COG Board agreed with staff that the Freeman Gulch projects for segments 2 or 3 could not advance without the Caltrans funding partnership intact.

These projects are part of the 2020 State Transportation Improvement Program and reflected in a recent CTC document called the 2020 Report of STIP Balances County and Interregional Shares, or, the 2020 Orange Book. This publication presents current programming for regions statewide including the status of any allocation or other project activity. Attachment A of this report includes the report pages with Kern activity listed. This information will be the point of beginning for establishing the proposed regional Capital Improvement Program which will be developed over the next several months. The table below provides construction status of projects from either the 2018 STIP, the 2020 STIP, or both.

SR 14 Freeman Gulch	Segment 2 - this project is currently in the design phase but is shelved
SR 46 Widen Seg 4A	Construction was completed in 2020
SR 46 Widen Seg 4B	This project is currently under construction
SR 46 Widen Seg 4C	This project is scheduled for construction in 2022
SR 58 Centennial	Centennial Corridor – Mainline: this project is currently under construction
SR 58 & 99 Aux Lane	This is a Caltrans partnership project not ready to advance
SR 58 Truck Climbing Lanes	This is a Caltrans partnership project now being introduced to the STIP
SR 204 / Hageman	This is a local project now being introduced to the STIP

2020 STIP funding – It is important to recap that the adopted Fund Estimate established for the 2020 STIP cycle did not provide new programming for California regions in the outer two years of programming. As a result, regions were not able to advance new phases of work for projects already in progress. For Kern, the Board approved the decision to move \$30 million of existing programming from Metropolitan Bakersfield out to the State Route 46 widening project that was in progress and in need of final funding to secure construction. This transfer of programming was at the core of the Kern 2020 RTIP cycle.

Update of Kern COG Project Delivery Policies and Procedures – In March of 2019, the Kern COG Board adopted the latest version of the Kern COG Project Delivery Policies and Procedures document which included updates to Chapters 1, 2 and 3. Chapter 3 focuses on the Regional Transportation Improvement Program process. The purpose of the update was to bring the Kern COG document to be more in alignment with recently adopted State Transportation Improvement Program Guidelines as adopted by the California Transportation Commission. At the heart of the update was the need to review and update performance measure requirements in the Kern COG policy document that not only are more consistent with the latest STIP process but more competitive for the many other discretionary transportation programs. Once completed in March 2019, the Transportation Technical Advisory Committee advised Kern COG staff that a new call for RTIP projects would not be initiated due to the lack of RTIP funding going forward. They did not feel that the required effort was commensurate with the available funding.

Action: Information.

Enclosures: Attachment A: Draft 2022 RTIP Capital Improvement Program
The Final 2022 RTIP Capital Improvement Program will be sent under separate cover a day or two prior to the October 6 TTAC meeting.

- Attachment B: 2020 CTC Orange Book
- Attachment C: Current Listings of State Highway Maintenance Project Investments
- Attachment D: Schedule of Regional 2020 RTIP Workshops
- Attachment E: Eastern California MOU
- Attachment F: 60/90 Equity Report
- Attachment G: Final Fund Estimate

KERN COUNCIL OF GOVERNMENTS - 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM - DRAFT CAPITAL IMPROVEMENT PROGRAM (\$ X 1,000)																				
DRAFT VERSION 2 - OPTIONS FOR NEW OR REVISED PROGRAMMING BASED ON DRAFT FUND ESTIMATE AND COUNTY SHARE																				
PROJECT DESCRIPTION	NOTES	PRIORITY	CURRENT AND PROPOSED PHASES				PROJECT TOTAL	KCOG ALL RIP TOTAL	SUMMARY OF ALL FUNDING SOURCES				KCOG RTIP CAPITAL IMPROVEMENT PROGRAM - RIP ONLY							
			ENV	DES	ROW	CON			IIP	KCOG SHARE RIP	OTHER	TOTAL	PRIOR YEAR	2020 STIP CARRYOVER			NEW 2022 RTIP			2022 RTIP
														2022-23	2023-24	2024-25	2025-26	2026-27	MAX SHARE	
PLANNING, PROGRAMMING & MONITORING							\$ 2,191	\$ 2,191	\$ -	\$ 2,191	\$ -	\$ 2,191		\$ 300	\$ 300	\$ 591	\$ 500	\$ 500	\$ -	
2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM - PROPOSED CAPITAL IMPROVEMENT PROGRAM																				
SR 58 – CENTENNIAL CORRIDOR - INTERCHANGE IMPROVEMENT PHASE 2	1	1	●				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
SR 58 CENTENNIAL CORRIDOR MAINLINE AB 3090 ALLOCATIONS	2	1	●	●	●	●	\$ 63,211	\$ 18,963	\$ -	\$ 63,211	\$ -	\$ 63,211	\$ 44,248	\$ 18,963	\$ -	\$ -	\$ -	\$ -	\$ -	
SR 46 - WIDENING SEGMENT 4B	3	2	●	●	●	●	\$ 40,503	\$ 6,000	\$ -	\$ 6,000	\$ 34,503	\$ 40,503	\$ 6,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
SR 46 - WIDENING SEGMENT 4C	4	2	●	●	●	●	\$ -	\$ 10,300	\$ -	\$ 10,300	\$ 26,000	\$ 36,300	\$ 700	\$ 10,300	\$ -	\$ -	\$ -	\$ -	\$ -	
SR 204 / HAGEMAN FLYOVER	5	B	●	●	●	●	\$ 63,723	\$ 31,874	\$ -	\$ 31,874	\$ 31,849	\$ 63,723	\$ -	\$ -	\$ 31,874	\$ -	\$ -	\$ -	\$ -	
SR 58 TRUCK CLIMBING LANES	6	B	●				\$ -	\$ 3,728	\$ -	\$ 3,728	\$ 1,523	\$ 5,251	\$ 2,272	\$ 1,456	\$ -	\$ -	\$ -	\$ -	\$ -	
MOU PROJECTS																				
SR 14 - FREEMAN GULCH SEG 2	7	B	●	●			\$ 4,900	\$ 1,960	\$ 1,960	\$ 1,960	\$ 980	\$ 4,900	\$ 1,960	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
US 395 - OLANCHA CARTAGO	8	B	●	●	●	●	\$ 134,872	\$ 12,856	\$ 64,549	\$ 12,856	\$ 57,467	\$ 134,872	\$ 12,856	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
APDE PROJECTS (ADVANCE PROJECT DEVELOPMENT ELEMENT)																				
NO APDE PROJECTS IDENTIFIED	9						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
TOTAL FOR 2022 RTIP SUBMITTAL						\$ 309,400	\$ 87,872	\$ 66,509	\$ 132,120	\$ 152,322	\$ 350,951	\$ 68,036	\$ 31,019	\$ 32,174	\$ 591	\$ 500	\$ 500	\$ -	\$ -	

REGIONAL EQUITY ANALYSIS									
METRO VS COUNTYWIDE	AS OF 2020 STIP		CURRENT CUMMULATIVE		PROPOSED 2022 STIP		2022 CUMMULATIVE		
METROPOLITAN BAKERSFIELD	\$ 60,210	77%	\$ 211,356	56%	\$ 29,188	221%	\$ 240,544	62%	
COUNTYWIDE NON-METRO	\$ 18,281	23%	\$ 165,539	44%	\$ (16,000)	-121%	\$ 149,539	38%	
TOTALS	\$ 78,492	0%	\$ 376,895	100%	\$ 13,188	100%	\$ 390,083	100%	

SHARE ESTIMATES	TOTAL	60%	40%
MINIMUM SHARE	\$13,879	\$8,327	\$5,552
MAXIMUM SHARE	\$23,852	\$14,311	\$9,541
APDE	\$0		

NOTE 1: THIS INTERCHANGE IMPROVEMENT PROJECT ON STATE ROUTE 99 AT STATE ROUTE 58 WILL ADD AN AUXILIARY LANE AND RETAINER WALL TO THE SOUTHBOUND SR 99 LANE. \$30 MILLION WAS MOVED TO THE SR 46 PROJECT AS PART OF THE 2020 RTIP PROCESS. FOR THE 2022 RTIP, KERN COG MAY SEEK TO RESTORE AT LEAST \$30 MILLION FOR A CONSTRUCTION PHASE CONTRIBUTION IN CONJUNCTION WITH A SR 99 SHOPP PROJECT IN THE SAME AREA TO CONDUCT PAVEMENT REPAIR AND REPLACEMENT.

NOTE 2: THE AB 3090 ALLOCATION PAYMENTS WERE APPROVED BY THE CTC ON OCTOBER 17, 2019. THIS PROJECT WILL CONTINUE FORWARD IN THE 2022 STIP. THIS PROJECT IS UNDER CONSTRUCTION.

NOTE 3: SR 46 WIDENING SEGMENT 4B IS NOW UNDER CONSTRUCTION. THIS PROJECT DOES NOT REQUIRE ADDITIONAL STIP FUNDING AND DOES NOT NEED TO MOVE FORWARD INTO THE 2022 RTIP.

NOTE 4: SR 46 WIDENING SEGMENT 4C WAS MADE WHOLE AS PART OF THE 2020 STIP. CONSTRUCTION IS PROGRAMMED IN 2022-23 AND REQUIRES TO ADVANCE INTO THE 2022 RTIP.

NOTE 5: SR 204 / HAGEMAN FLYOVER WAS ADDED WITH THE 2021 MID-CYCLE STIP AND INCLUDES BOTH STIP (\$2.686 MILLION) AND NON-STIP (\$2.565 MILLION) COVID FUNDING. Total COVID \$5.251 MILLION.

NOTE 6: SR 58 TRUCK CLIMBING LANES WAS ADDED WITH THE 2021 MID-CYCLE STIP AND INCLUDES BOTH STIP (\$2.272 MILLION) AND NON-STIP (\$1.456 MILLION) COVID FUNDING. Total COVID \$5.251 MILLION.

NOTE 7: SR 14 FREEMAN GULCH IS IN THE 2020 STIP AND PART OF THE MOU AGREEMENT. THIS PROJECT IS CURRENTLY SUSPENDED OR SHELVED DUE TO LACK OF CALTRANS 40% ITIP PARTICIPATION.

NOTE 8: US 395 OLANCHA CARTAGO IS AN EASTERN CALIFORNIA MOU PROJECT AND WAS FULLY FUNDED IN THE 2018 RTIP CYCLE. CONSTRUCTION IS EXPECTED TO ADVANCE THIS YEAR. THIS PROJECT SHOULD NOT NEED TO ADVANCE INTO THE 2022 RTIP. HOWEVER, IT WILL REMAIN IN THE CIP TO REFLECT KCOG CONTRIBUTIONS TO THE PROJECT.

NOTE 9: APDE OPTIONS ARE OUTLINED IN EACH STIP GUIDELINES UPDATE AND DEPENDENT ON OUTER YEAR CAPACITY. PROPOSED APDE ACTIVITY IS CONSIDERED AN ADVANCE OF FUTURE RIP SHARES.

This Draft Capital Improvement Program is carry-over from September reports. The Final Capital Improvement Program will be sent to the TTAC under separate cover closer to the day of the October 6, 2021 TTAC meeting.

2020 SUMMARY OF STIP COUNTY SHARE

Does Not Include (TIP Interregional Shares (See Separate Listing)
(\$1,000's)

Total County Share, June 30, 2019 (from 2019 Report)	106,546
Adjustment for 2017-18 and 2018-19 lapses	0
Less 2018-19 Allocations and closed projects	(13,994)
Less Projects Lapsed, July 1, 2019-June 30, 2020	0
2020 STIP Fund Estimate Formula Distribution	16,758
Total County Share, June 30, 2020	109,310

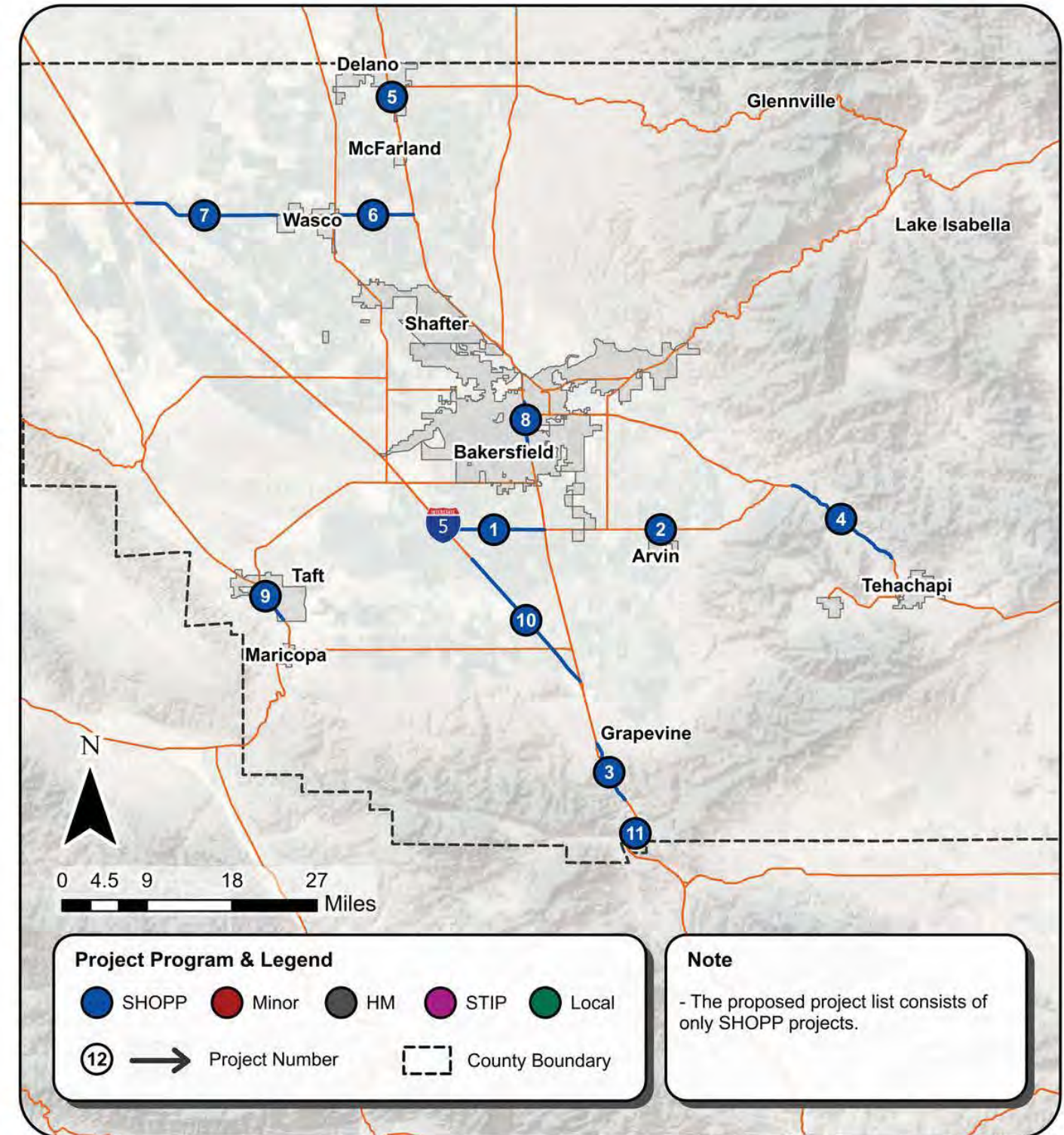
Kern																					
Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year						Project Totals by Component							
								Prior	20-21	21-22	22-23	23-24	24-25	R/W	Const	E & P	PS&E	R/W Sup	Con Sup		
Highway Projects:																					
Caltrans	46	3412	Wasco-Jumper Av, 4 lane, env			close	2,070	2,070	0	0	0	0	0	0	0	0	0	2,070	0	0	0
Caltrans	58	3482	Tehachapi Dennison Rd interchange			close	1,636	1,636	0	0	0	0	0	0	0	0	0	648	988	0	0
Bakersfield	loc	3705A	Rt 58-Westside Parkway Connector I/C-Ph2			delete	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bakersfield	cash	3705B	AB 3090 Reimbursement (Westside Pkwy-Ph1)(18S-07)			Jun-20	18,963	0	18,963	0	0	0	0	0	0	0	18,963	0	0	0	0
Caltrans	14	8042B	Freeman Gulch widening-Segment 2 (RIP 40%)				1,960	1,960	0	0	0	0	0	0	0	0	0	0	1,960	0	0
Caltrans	46	3386D	Widen to 4 lanes, Pavilion-a/o Lost Hills Rd, Seg 4B				5,400	0	5,400	0	0	0	0	0	0	960	3,500	0	0	340	600
Caltrans	395	170	Olancho-Cartago 4-lane expressway (RIP 10%)				13,793	4,498	0	9,295	0	0	0	0	2,480	8,310	937	731	350	985	
Bakersfield	cash	3705B	AB 3090 Reimbursement (Westside Pkwy-Ph1)(18S-07)				37,927	0	0	18,964	18,963	0	0	0	0	37,927	0	0	0	0	0
Caltrans	46	3386E	Widen 4 Ins. Browns Material-Farnsworth, Seg 4C (SB1)				27,000	0	700	0	26,300	0	0	0	100	20,900	0	500	100	5,400	
Kern COG		6L03	Planning, programming, and monitoring				1,500	0	300	300	300	300	300	0	1,500	0	0	0	0	0	
Subtotal, Highway Projects							110,249	10,164	25,363	28,559	45,563	300	300	3,540	91,100	3,655	4,179	790	6,985		
Total Programmed or Voted since July 1, 2019							110,249														
Balance of STIP County Share, Kern																					
							Total County Share, June 30, 2020							109,310							
							Total Now Programmed or Voted Since July 1, 2019							110,249							
							Unprogrammed Share Balance							0							
							Share Balance Advanced or Overdrawn							939							



**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
PROPOSED PROJECT LIST (YEARS 6-7)**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
PROPOSED PROJECT LIST (YEARS 6-7)								
1	1C060	6	223	1.85 / 10.5	Kern 223 Rehab / Remove and Replace HMA (Full Depth Recycle)	Proposed	\$9,877	2024/25
2	0Y150	6	223	R20.1 / 21.3	Arvin CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$5,029	2024/25
3	0W920	6	5	4.4 / 10.20	Grapevine Rehab / Pavement Rehabilitation (2R)	ENV	\$95,658	2024/25
4	37920	9	58	77.252 / 88.34	Keene Pavement / Pavement Repair CAPM/Rehab	ENV	\$165,515	2024/25
5	1A810	6	99	54.6 / 54.61	Delano Facility. Reconstruct Building	ENV	\$3,486	2025/26
6	1A760	6	46	50.80 / 57.78	East Wasco CAPM / Rehabilitate Pavement	ENV	\$20,211	2025/26
7	1A680	6	46	33.50 / 46.00	Semitropic CAPM / Overlay RHMA, Upgrade Guardrail and Dikes	ENV	\$20,994	2025/26
8	0X370	6	99	21.15 / 24.60	Bakersfield 99 Rehab II (South) / Roadway Rehabilitation (3R)	ENV	\$68,290	2025/26
9	0W830	6	33	14.40 / 17.90	South Taft Rehab / Roadway Rehabilitation (3R)	ENV	\$26,704	2025/26
10	0W930	6	5	15.9R / 30.0	KER I5 CAPM / Remove .35' HMA and Place .25' HMA and 0.10' RHMA.	ENV	\$35,406	2025/26
11	0X570	6	5	.73 / 1.08	Tejon SRRA Water & Wastewater Upgrades / Upgrade Water and Wastewater Systems	ENV	\$10,170	2025/26

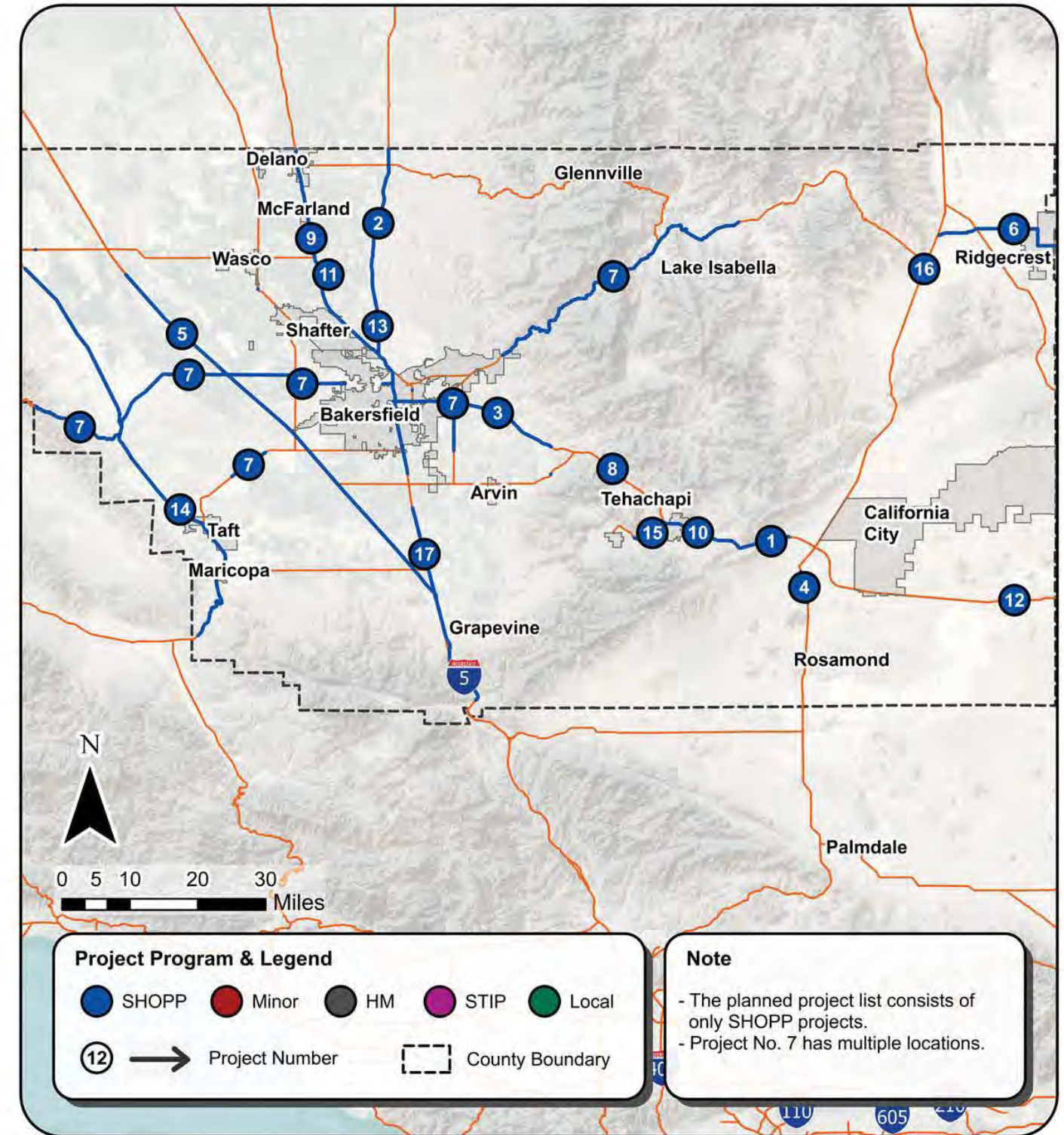




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
PLANNED PROJECT LIST (YEARS 8-10)**



No	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
PLANNED PROJECT LIST (YEARS 8-10)								
1	38310	9	58	R99.8 / R107.7	Cache Creek Pavement / Restore Pavement and Drainage	Future	\$39,623	2026/27
2	19565	6	65	6.90 / 25.16	CAPM	Future	\$16,351	2026/27
3	0X450	6	58	R64.9 / R64.91	Arvin KER-58 Wim Upgrade / Improve Weigh Facility	Future	\$3,051	2026/27
4	37520	9	14	R12.6 / 16.7	Mojave Pavement / Rehab/CAPM Pavement and Upgrade ADA	Future	\$47,558	2026/27
5	19586	6	5	52.80 / 62.6	Rehab	Future	\$76,423	2027/28
6	38330	9	178	88.6 / 104.6	Ridgecrest/Inyokern Pavement / Restore Pavement, Fix Drainage and ADA	Future	\$72,355	2027/28
7	22144	6	58	3.03 / 72.67	In Kern County at various locations. Drainage improvements	Future	\$14,196	2027/28
8	22129	9	58	81 / 81.1	In Kern county at CVEF on Route 58 eastbound	Future	\$1,260	2028/29
9	1A660	6	99	R43.9R / 49.4	CAPM	Future	\$9,522	2028/29
10	37510	9	58	R90.5 / R100.0	In Kern county at Tehachapi from Exit 148 to 0.04 miles south of Cache Creek Overflow #2 bridge.	Future	\$41,208	2028/29
11	22167	6	99	R43.6R / R43.61R	50 0011R Spot prep and paint steel members	Future	\$2,115	2028/29
12	21986	9	58	R138.75 / R139.0	In Kern County at Boron SRRA. Rehab wastewater treatment.	Future	\$2,994	2028/29
13	19581	6	65	R0.0 / 6.9	CAPM	Future	\$13,058	2028/29
14	19564	6	33	17.9 / 24.0	CAPM	Future	\$7,991	2028/29
15	20430	9	202	R5.0 / 12.093	In Kern County in and near Tehachapi from the beginning of the route to route 58.	Future	\$9,387	2028/29
16	21985	9	14	56.3 / 56.4	In Kern County at Freeman Gulch Bridge (No. 50-0014)	Future	\$2,463	2028/29
17	19556	6	99	0.00 / 10.50	CAPM SB only	Future	\$13,724	2028/29

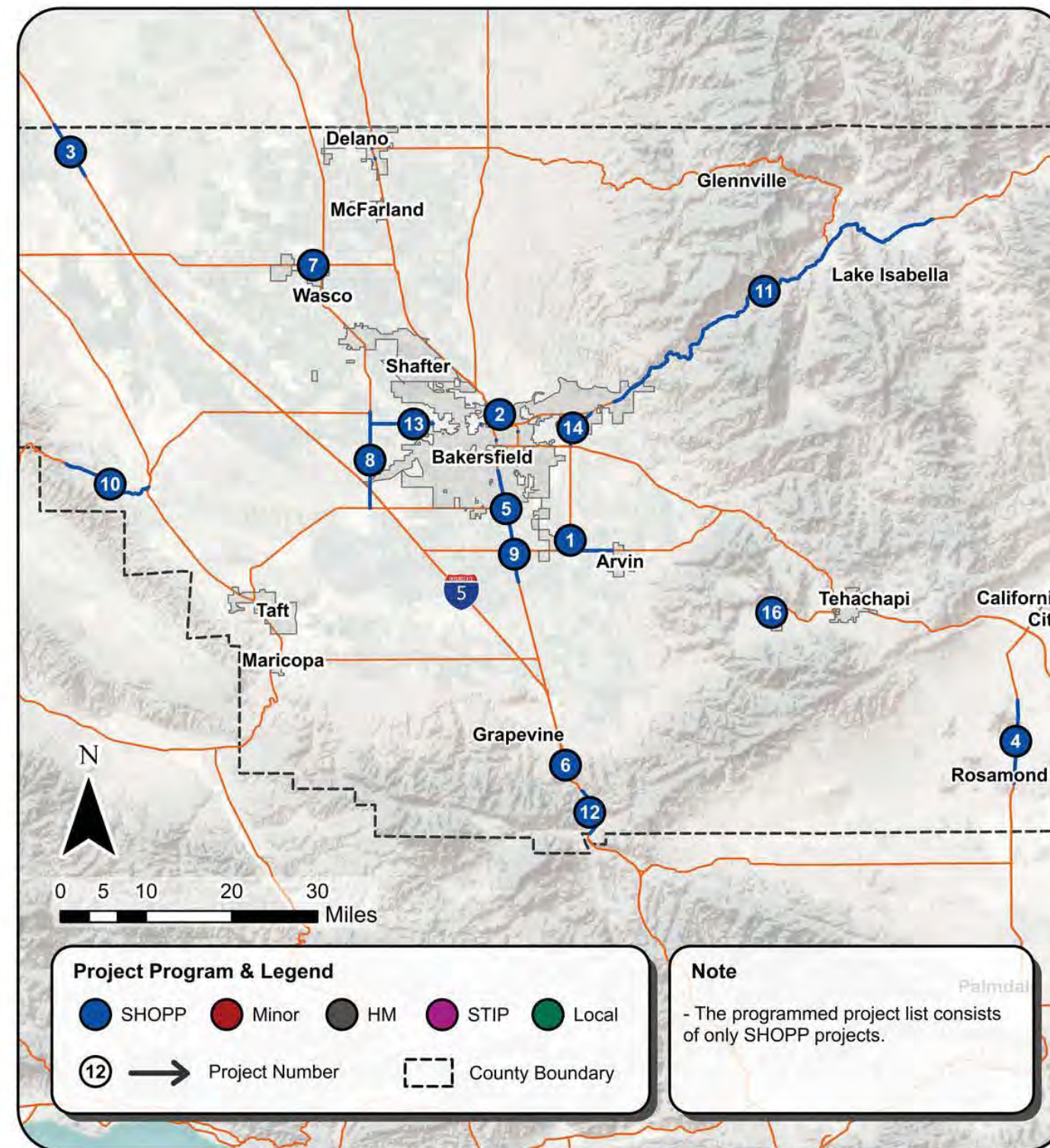




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
PROGRAMMED PROJECT LIST (YEARS 1-5) - PART I**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
PROGRAMMED PROJECT LIST (YEARS 1-5)								
1	0V280	6	184	L0.9 / L1.1	Kern 184/Sunset Roundabout / Intersection Improvements	CON	\$9,050	2019/20
2	0U490	6	204	5.1 / 6.7	Golden Empire CAPM / Pavement Preservation (CAPM)	Closeout	\$5,105	2019/20
3	0U470	6	5	82 / 87	Lost Hills Rehab / Pavement Rehabilitation (2R)	CON	\$29,330	2019/20
4	36740	9	14	R4.7 / R12.6	Rosamond-Mojave Rehab / 2R	CON	\$73,615	2019/20
5	0U240	6	99	VAR / VAR	Various locations in Kern and Kings Counties	CON	\$10,802	2019/20
6	0W160	6	5	5.97 / 9.78	Grapevine Culvert Repair / Upgrade Drainage Systems	CON	\$14,214	2019/20
7	0U480	6	46	49 / 50.9	Wasco Route 46 CAPM / Pavement Preservation (CAPM)	Closeout	\$7,610	2019/20
8	0U100	6	43	0 / 9.3	Enos Lane CAPM & ADA Curb Ramps / Pavement Preservation (CAPM)	CON	\$14,339	2019/20
9	0Q920	6	99	10.4 / 21.2	Union Ave to White Lane 2R Rehab / Pavement Rehabilitation and Improve Vertical Clearance	CON	\$66,740	2019/20
10	0X350	6	58	6.00 / 15.40	Reward CAPM / Pavement Preservation (CAPM)	DES / ROW	\$15,970	2020/21
11	0X520	6	178	VAR / VAR	Weedpatch to Lake Isabella Rumble Strips / Construct Centerline and Shoulder Rumble Strips	CON	\$6,513	2020/21
12	1A600	6	5	R0.0 / 5.0	Kern 5 Emergency Pavement Repairs / Repair Damaged Pavement	CON	\$1,638	2020/21
13	0U110	6	58	39.9 / 46	West Rosedale CAPM / Pavement Preservation (CAPM)	ENV	\$12,400	2020/21
14	0U430	6	184	8.3 / 12.13	Morning Drive 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$12,140	2020/21
15	0X770	6	43	25.2 / 25.4	Wasco SR43/46 Intersection Improvements / Intersection Improvements	ENV	\$10,100	2021/22
16	36750	9	202	0.25 / 0.25	Tehachapi Maintenance Station Relocation / Construct New Maintenance Station	DES / ROW	\$16,783	2021/22

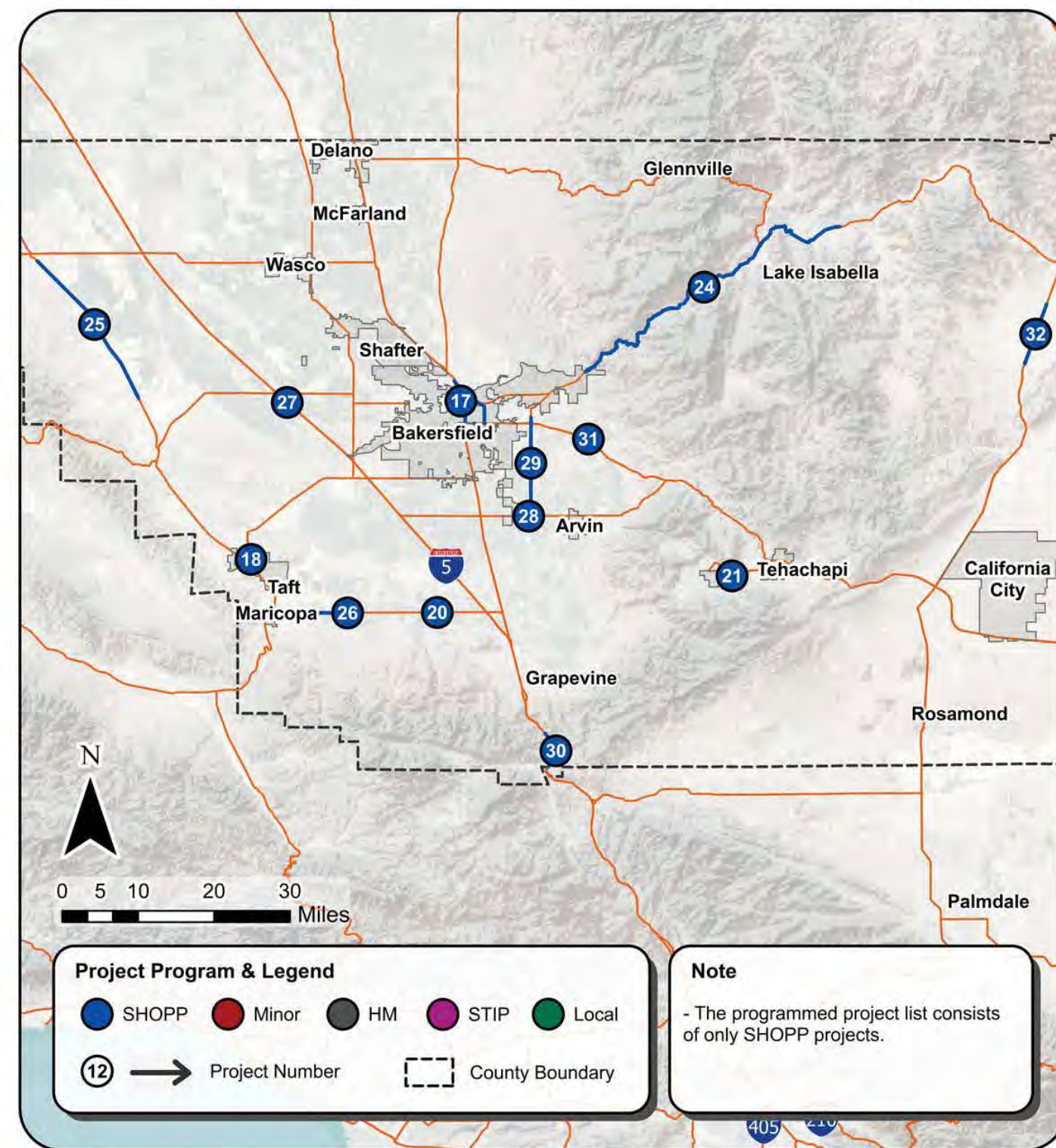




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
PROGRAMMED PROJECT LIST (YEARS 1-5) - PART II**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
PROGRAMMED PROJECT LIST (YEARS 1-5)								
17	0Q281	6	99	23.6 / R28.4	Bakersfield 99 Rehab Replacement Planting / Replacement Planting	ENV	\$10,340	2021/22
18	0X760	6	119	0.14 / 0.54	Taft Left Turn Channelization / Left-Turn Channelization	ENV	\$5,221	2021/22
19	0T000	6	58	R53.2 / R55.6	KER 58 ADA / Upgrade Curb Ramps	DES / ROW	\$4,620	2021/22
20	0S050	6	166	17.3 / 17.7	Calif Aqueduct Bridge Rehab / Bridge Rehabilitation/Seismic Retrofit	ENV	\$44,045	2021/22
21	36720	9	202	r4.89 / R4.89	Cummings Valley Rd Int / Construct Left Turn Lane	DES / ROW	\$5,044	2021/22
22	0W150	6	204	0.00 / 6.752	SR 204 within City of Bakersfield and TUL SR 65 in Exeter at various locations	DES	\$10,728	2021/22
23	0W990	6	204	2.805 / 2.805	Union Avenue High Intensity Activated Crosswalk / Install Hybrid Pedestrian Beacon (Hawk)	DES / ROW	\$4,275	2021/22
24	0X080	6	178	8.0 / 50.0	Kern Canyon Culvert Rehab / Repair and Replace Culverts	DES / ROW	\$13,000	2021/22
25	0Y130	6	33	40.40 / 59.00	Blackwell's Corner CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$22,570	2022/23
26	0X380	6	166	0.00 / 9.00	Maricopa Highway CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$14,540	2022/23
27	1A690	6	5	47.55 / 52.15	Buttonwillow Median Barrier / Construct Median Barrier	ENV	\$5,720	2022/23
28	0R190	6	223	15.7 / 16.3	Arvin SR 223/184 Roundabout / Intersection Improvement	DES / ROW	\$3,700	2022/23
29	0U290	6	184	0.8 / 8.3	Weedpatch Hwy 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$33,055	2022/23
30	0X330	6	5	0.0 / 4.40	Fort Tejon 2R Rehab / Pavement Rehabilitation (2R)	ENV	\$31,350	2022/23
31	0X160	6	58	64.40 / 67.30	Edison 2R Rehab / Pavement Rehabilitation (2R)	ENV	\$14,270	2022/23
32	37890	9	14	46.2 / 52.8	Freeman 3 CAPM / Pavement Repair (CAPM)	ENV	\$8,707	2022/23

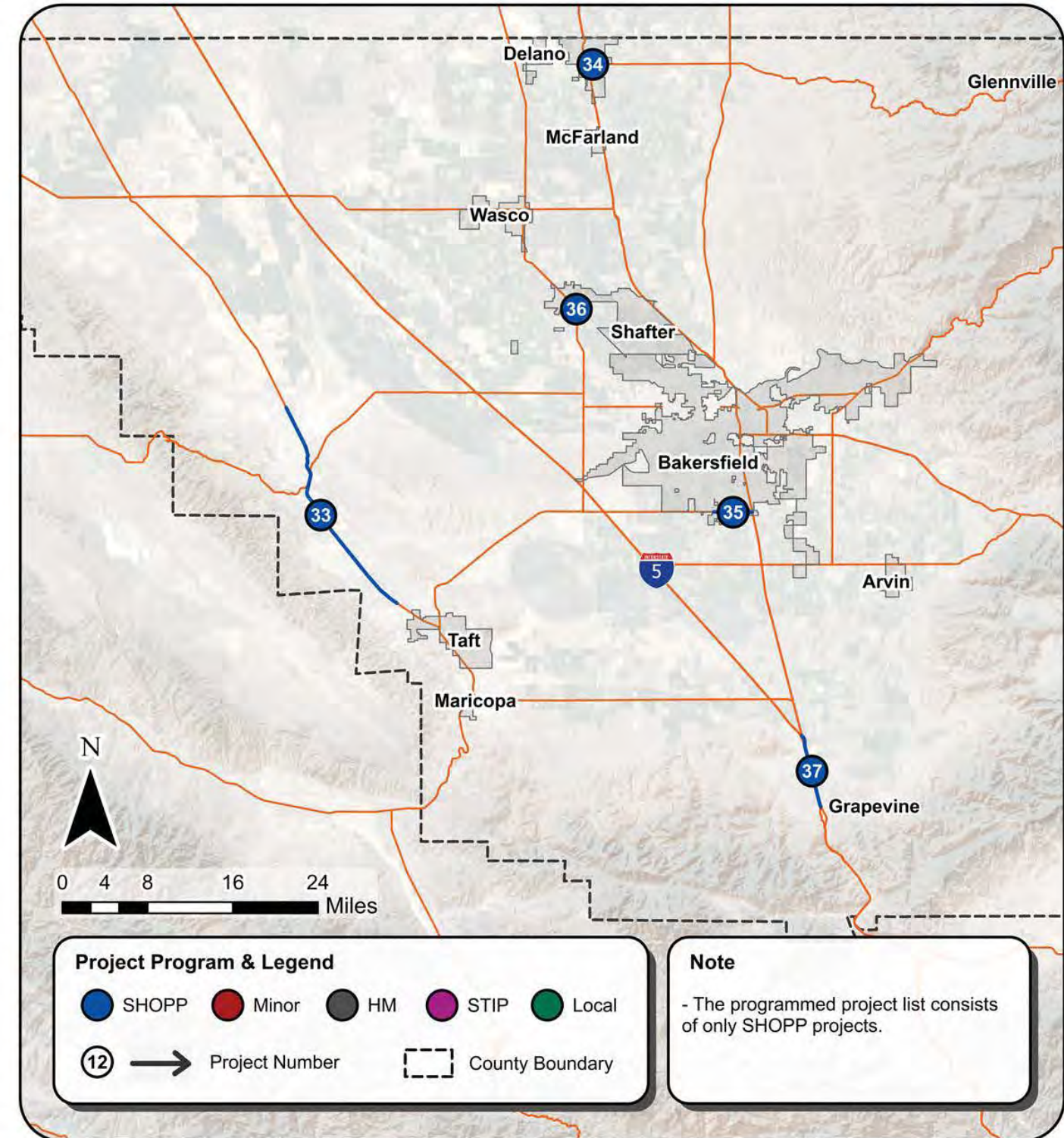




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
PROGRAMMED PROJECT LIST (YEARS 1-5) - PART III**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
PROGRAMMED PROJECT LIST (YEARS 1-5)								
33	0X240	6	33	21.8 / 39.8	KER 33 Culvert Rehab / Repair & Replace Culverts.	ENV	\$11,430	2023/24
34	0W810	6	155	0.00 / 1.50	Delano SR-155 Rehab (3R) / Roadway Rehabilitation (3R)	ENV	\$16,740	2023/24
35	0V610	6	119	28.3 / 31.28	Pumpkin Center 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$57,300	2023/24
36	1A470	6	43	15.8 / 15.8	Santa Fe Roundabout / Construct Roundabout	ENV	\$13,617	2023/24
37	0U500	6	5	10.20 / 15.90	Wheeler Ridge CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$22,350	2023/24

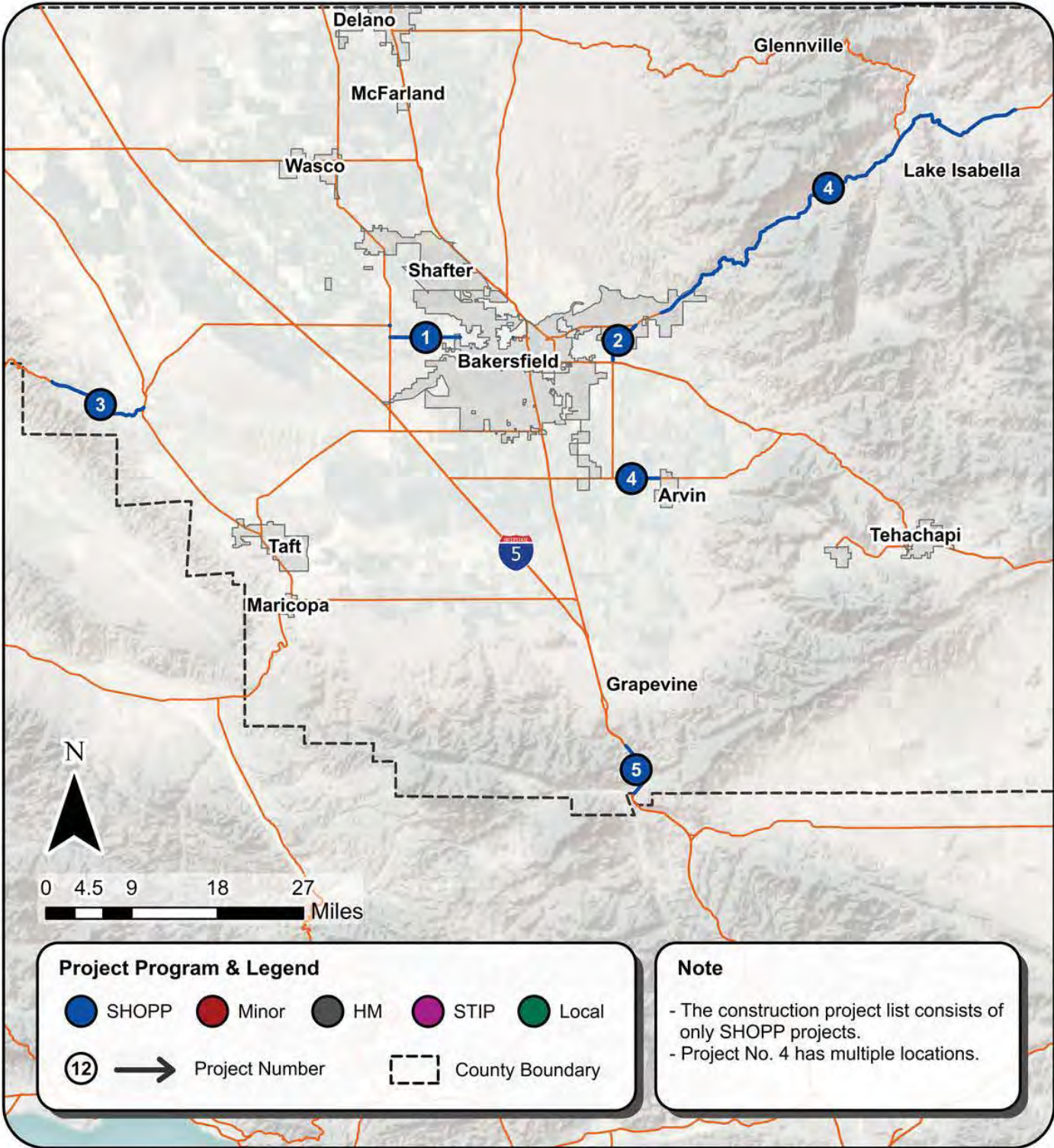




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
CONSTRUCTION READY PROJECT LIST**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
CONSTRUCTION READY PROJECT LIST (READY TO LIST ACHIEVED)								
1	0U110	6	58	39.9 / 46	West Rosedale CAPM / Pavement Preservation (CAPM)	CON	\$12,400	2020/21
2	0U430	6	184	8.3 / 12.13	Morning Drive 3R Rehab / Roadway Rehabilitation (3R)	DES	\$12,140	2020/21
3	0X350	6	58	6.00 / 15.40	Reward CAPM / Pavement Preservation (CAPM)	DES	\$15,970	2020/21
4	0X520	6	178	VAR / VAR	Weedpatch to Lake Isabella Rumble Strips / Construct Centerline and Shoulder Rumble Strips	CON	\$6,513	2020/21
5	1A600	6	5	R0.0 / 5.0	Kern 5 Emergency Pavement Repairs / Repair Damaged Pavement	CON	\$1,638	2020/21

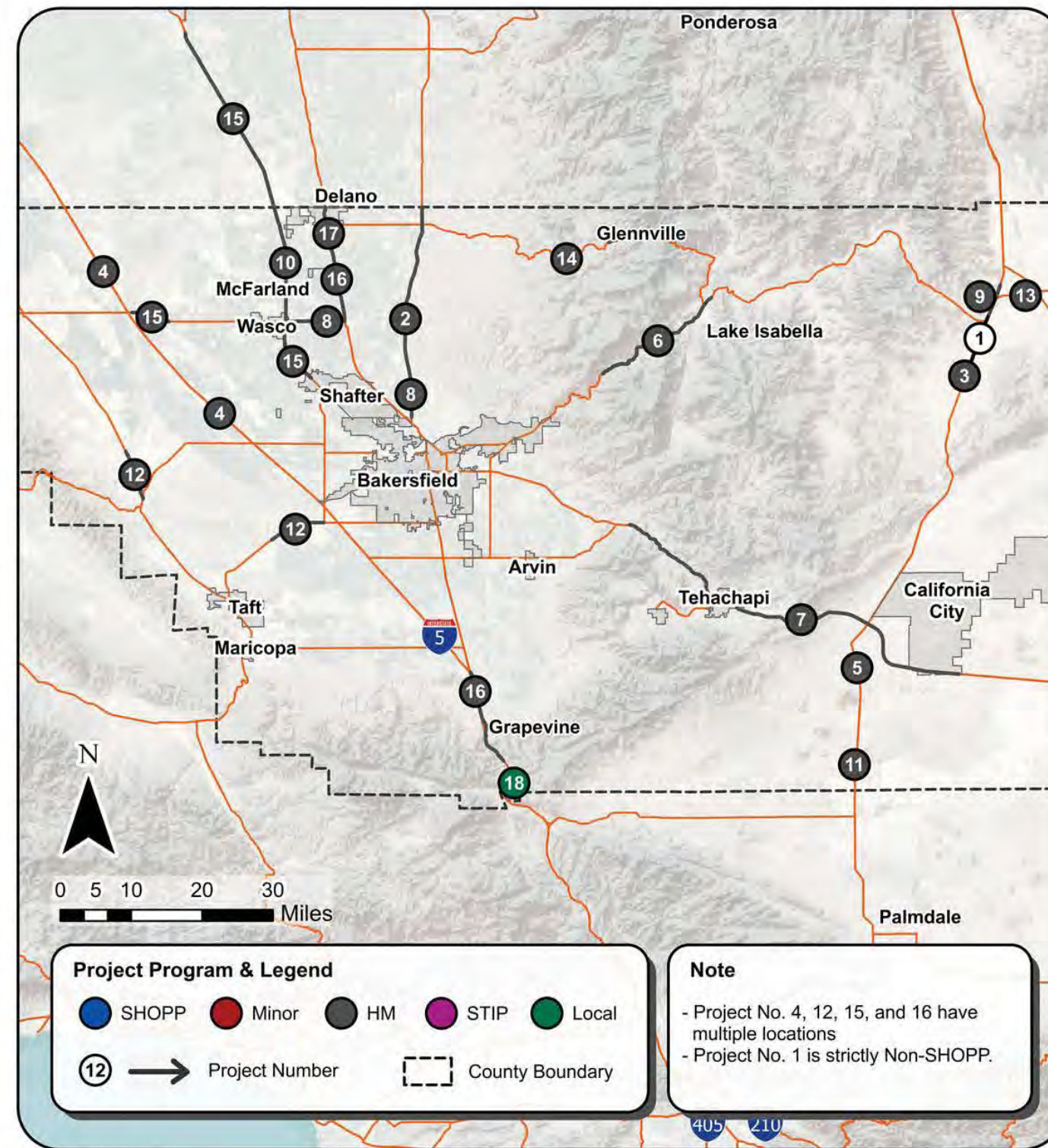




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
NON-SHOPP PROGRAM PROJECT LIST - PART I**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
NON-SHOPP PROJECT LIST								
1	45712	6	14	53/58.3	Freeman Gulch Widening-Segment 2 / Convert Existing 2-Lane to 4-Lane Expressway	DES / ROW	\$85,530	2022/23
2	1B080	6	65	1.0 / 25.169	Striping / 6 inch Stripe	CON	\$2,570	2020/21
3	38570	9	14	52.8 / 58.3	Pavement Preservation / AR Chip Seal - SB1	CON	\$916	2020/21
4	1A930	6	5	77.0 / 82.6	Rigid Roadbeds / PCC Slab Replacement	CON	\$1,075	2020/21
5	38590	9	14	R12.3 / R15.3	Pavement Preservation / Digouts	CON	\$1,761	2020/21
6	0Y110	6	178	24.6 / R44.191	Pavement Preservation / PME Medium Chip Seal	CON	\$2,525	2020/21
7	38580	9	58	77.252 / R125.3	Pavement Preservation / Digouts	CON	\$1,100	2020/21
8	1A950	6	46	51.2 / 57.785	Pavement Preservation / Remove and Replace RHMA Type G	CON	\$4,300	2020/21
9	38800	9	14	58.3 / 62.2	Slopes/Vegetation / Slope Repair	CON	\$40	2020/21
10	1A890	6	43	25.2 / 38.807	Pavement Preservation / RHMA Type G with Digouts	CON	\$5,425	2020/21
11	38660	9	14	R3.0 / R3.0	Landscaping / Irrigation Repair	CON	\$32	2020/21
12	1B000	6	33	34.2 / 40.0	Pavement Preservation / PME Medium Chip Seal	CON	\$2,425	2020/21
13	38130	9	178	91.88 / 91.88	Maintenance Facilities / Pave portion of yard	CON	\$215	2020/21
14	1B020	6	155	35.5 / 37.5	Pavement Preservation / 0.15 HMA Type a w/ Digouts	CON	\$2,650	2020/21
15	1A990	6	43	17.3 / R24.0	Pavement Preservation / PME Med Chip Seal	CON	\$3,400	2020/21
16	1A900	6	5	4.4 / R15.8R	Rigid Roadbeds / PCC Slab Replacement	CON	\$2,950	2020/21
17	1C002	6	99	54.5 / 54.5	Maintenance Facilities / Slurry Seal Delano MF	CON	\$224	2020/21
18	0Y550	6	5	0.8/2	Lebec Mountain Village Roundabout / Construct Roundabout at Ramp Intersections	ENV	\$402	2023/24

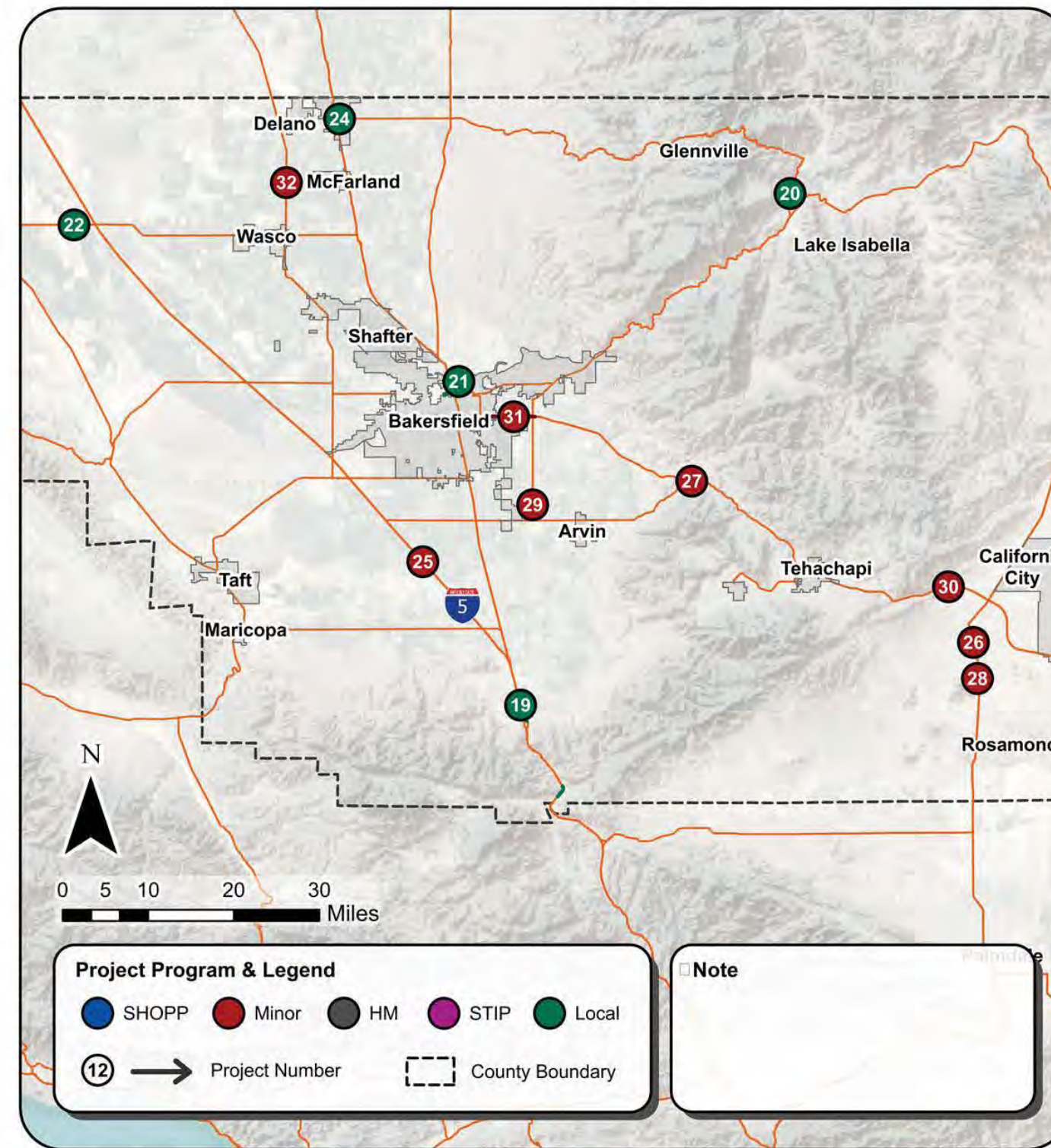




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
NON-SHOPP PROGRAM PROJECT LIST - PART II**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
NON-SHOPP PROJECT LIST								
19	0R100	6	5	9.5/12	Grapevine Interchange / Relocate Interchange	ENV	\$1,200	2025/26
20	0V770	6	155	68.2/R68.6	Usace Lake Isabella Oversight Projects / Realign Roadway	CON	\$419	Future
21	48450	6	204	5.9/6.8	Hageman Flyover / Extension and Connection to RTE 204	DES / ROW	\$5,658	2021/22
22	1A220	6	46	30.5/30.5	Lost Hills Pedestrian OC / Construct Pedestrian Overcrossing	DES	\$1,300	2020/21
23	48451	6	99	27.3/27.3	Hageman Flyover - Pedestrian Overcrossing / Pedestrian Overcrossing	DES	\$0	2021/22
24	1A500	6	155	0.47/0.47	SR-155/Lexington Intersection Improvement / Intersection Improvement	ENV	\$498	2021/22
25	0T030	6	5	28.17 / 28.17	Mobility - TMS / In Kern, Kings and Fresno Counties, on Route 5 at various locations. Install Vehicle Detection Systems (VDS).	CON	\$3,762	2020/21
26	37710	9	14	R15.5 / R15.5	Mojave Special Crews Building Remodel / Remodel Maintenance Station	CON	\$2,273	2020/21
27	1A330	6	58	76.1 / 76.6	KER 58 Eastern Kern Lane Replacement / Remove and Replace #2 Lane	ENV	\$1,900	2021/22
28	37730	9	14	L16.6 / L16.6	Mojave HMS Phase III / Construct Phase Three of Maintenance Station	CON	\$2,273	2020/21
29	0V290	6	184	1.5 / 1.5	Safety Improvements / In Kern County, in Lamont at Hall Road. Modify traffic signal.	DES	\$327	2021/22
30	38180	9	58	R107.0 / R107.0	Ca 58 CMS Maintenance Pull Out / Construct Pull Out	CON	\$382	2020/21
31	0Y940	6	58	R55.47 / R59.67	Pavement / In Kern County, in Bakersfield on Route 58 at various ramps/locations. Remove and replace pavement.	DES	\$400	2021/22
32	0N590	6	43	30.4 / 30.4	Safety - Collision Reduction / In Kern County, at Sherwood Avenue. Extend culvert.	DES	\$250	2021/22

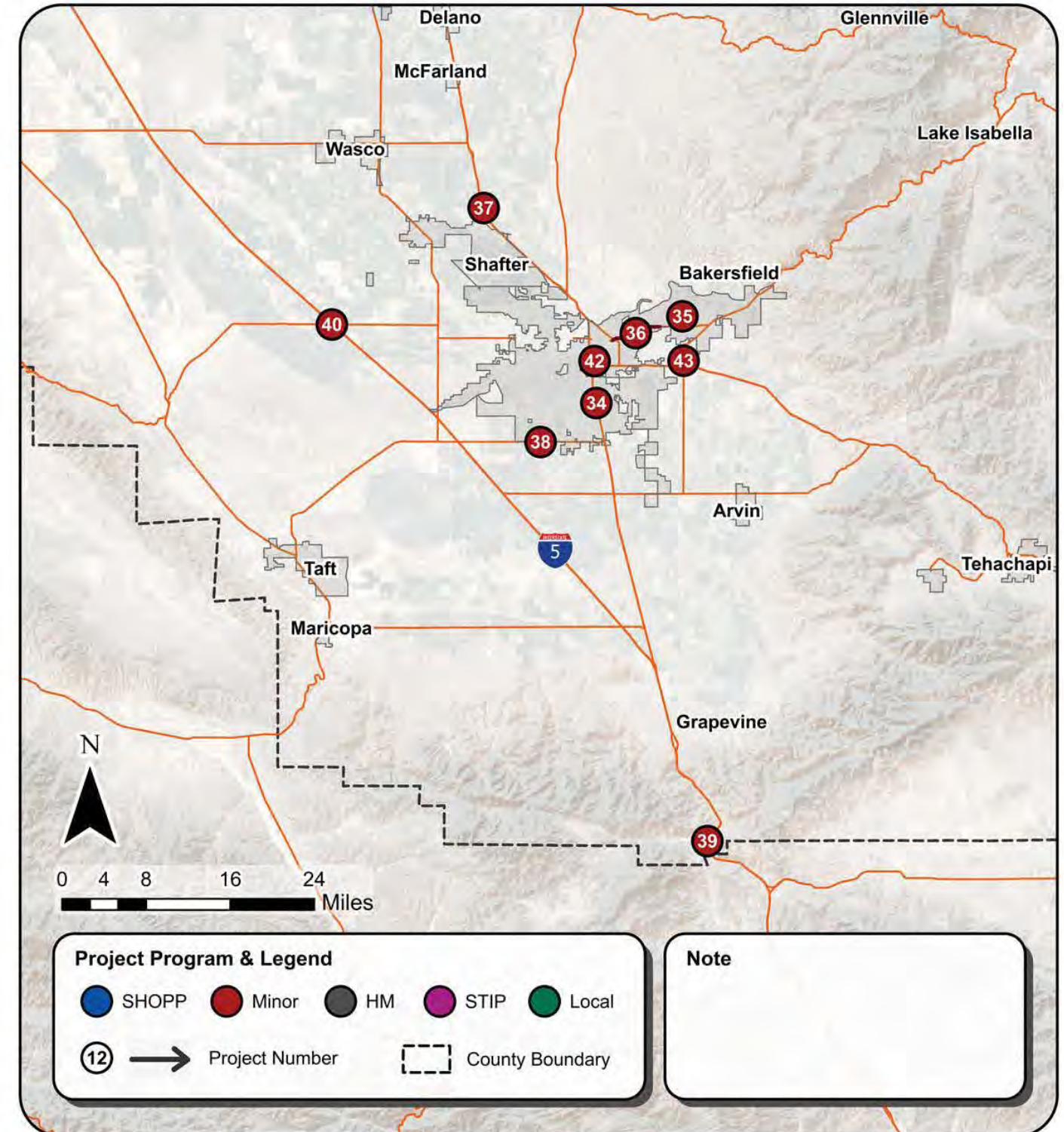




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
NON-SHOPP PROGRAM PROJECT LIST - PART III**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
NON-SHOPP PROJECT LIST								
33	0S790	6	178	R4.5 / R4.5	Pavement / In Kern County, in Bakersfield at the Mount Vernon Avenue westbound onramp. Remove and replace pavement.	DES	\$384	2021/22
34	1A150	6	99	20.6 / 20.6	Major Damage - Protective Betterments / In Kern County, in Bakersfield at Pacheco Road. Upgrade fence.	DES	\$163	2021/22
35	1A130	6	178	R4.6 / R5.2	Major Damage - Protective Betterments / In Kern County, in the city of Bakersfield at various locations. Construct fence.	DES	\$195	2021/22
36	0Y950	6	178	R1.89 / R5.78	Pavement / In Kern County, in Bakersfield on Route 178 at various ramps/locations. Remove and replace pavement.	DES	\$415	2021/22
37	0V130	6	99	R39.1 / R39.1	Pavement / In Kern County, near Bakersfield on Route 99 at Merced Avenue offramp. Remove asphalt pavement and replace with concrete pavement.	DES	\$600	2021/22
38	0X920	6	119	26.1 / 26.4	Safety Improvements / In Kern County, at Old River Road. Install safety lighting.	DES	\$205	2021/22
39	1B160	6	5	R0.0 / R0.0	Mobility - Operational Improvements / In Fresno, Kern, Kings, Madera and Tulare counties on various routes at various locations. Repair and replace detection loops	DES	\$325	2021/22
40	1C240	6	58	31.44 / 31.75	Pavement / In Kern County from 0.01 miles west of Route 5 SB offramp to Tracy Avenue (East). Remove and replace pavement and loops.	CON	\$385	2020/21
41	1A420	6	178	R4.6 / R4.6	Major Damage - Protective Betterments /	CON	\$134	2020/21
42	0X540	6	178	R2.26 / R2.26	Safety Improvements / In Kings County, at Pickerell Avenue. Install flashing beacon.	DES	\$205	2020/21
43	1A860	6	184	8.35 / 8.35	Pavement / In Kern County, near Bakersfield at Edison Road. Remove and replace pavement.	DES	\$410	2020/21

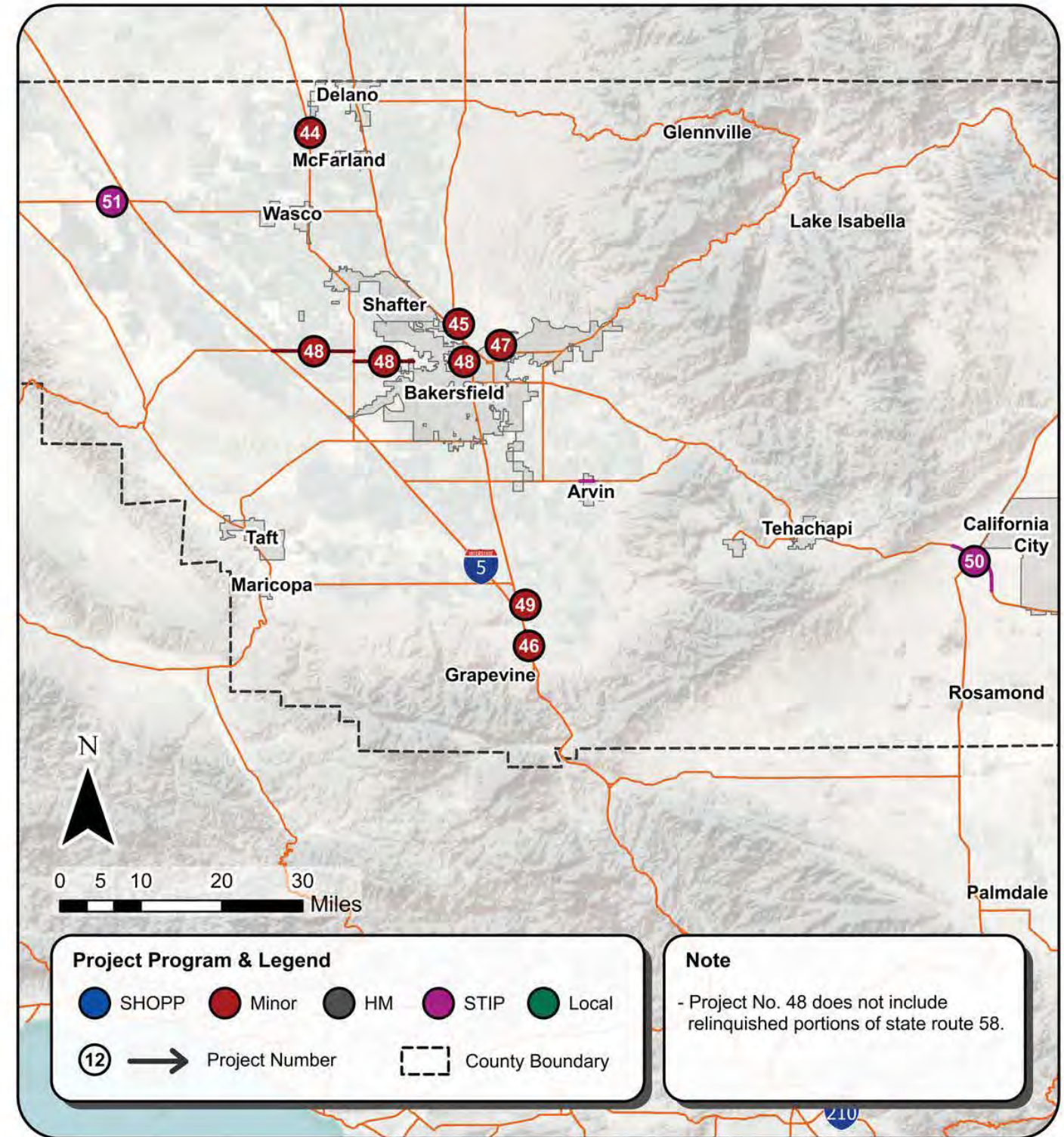




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
NON-SHOPP PROGRAM PROJECT LIST - PART IV**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
NON-SHOPP PROJECT LIST								
44	0Y340	6	43	33.2 / 33.5	Safety Improvements / In Kern County, at Pond Road. Install flashing beacon.	DES	\$173	2020/21
45	1A550	6	99	26.7 / 26.7	Bridge - Health / In Kern County, on Route 99 at the Calloway Canal Bridge and on Route 119 at the Weed Creek and Broad Creek Bridges. Repair bridges.	DES	\$555	2021/22
46	1C030	6	5	11.7 / 12.39	Mobility - WIM Scales & CVEFs / In Kern County from the Grapevine Commercial Vehicle Enforcement Facility to 2.6 miles south of the Route 99 junction. Replace weigh station message sign.	DES	\$500	2021/22
47	0Y780	6	99	26.502 / 26.502	Facilities / In Bakersfield, at the old California Highway Patrol (CHP) facility at 4040 Buck Owens Boulevard. Acquire facility to maintain Transportation Management Center (TMC) functions.	DES	\$106	2021/22
48	1B150	6	58	31.6 / 51.8	Kern Freeway Signs / Upgrade and Install Freeway Signs	CON	\$460	2020/21
49	1C330	6	5	13.54 / 13.8	Pavement / In Kern County at the NB off ramp to Wheeler Ridge. Remove and Replace HMA	DES	\$325	2021/22
50	44255	6	46	29.7/31.9	Route 46 Conv/Exwy Segment 4B / 2-Lane Conventional Highway to 4-Lane Expressway Segment 4B	CON	\$40,503	2020/21
51	24340	6	58	173.3/189.9	Mojave Bypass Closeout / Bypass	Closeout	\$87,010	Future

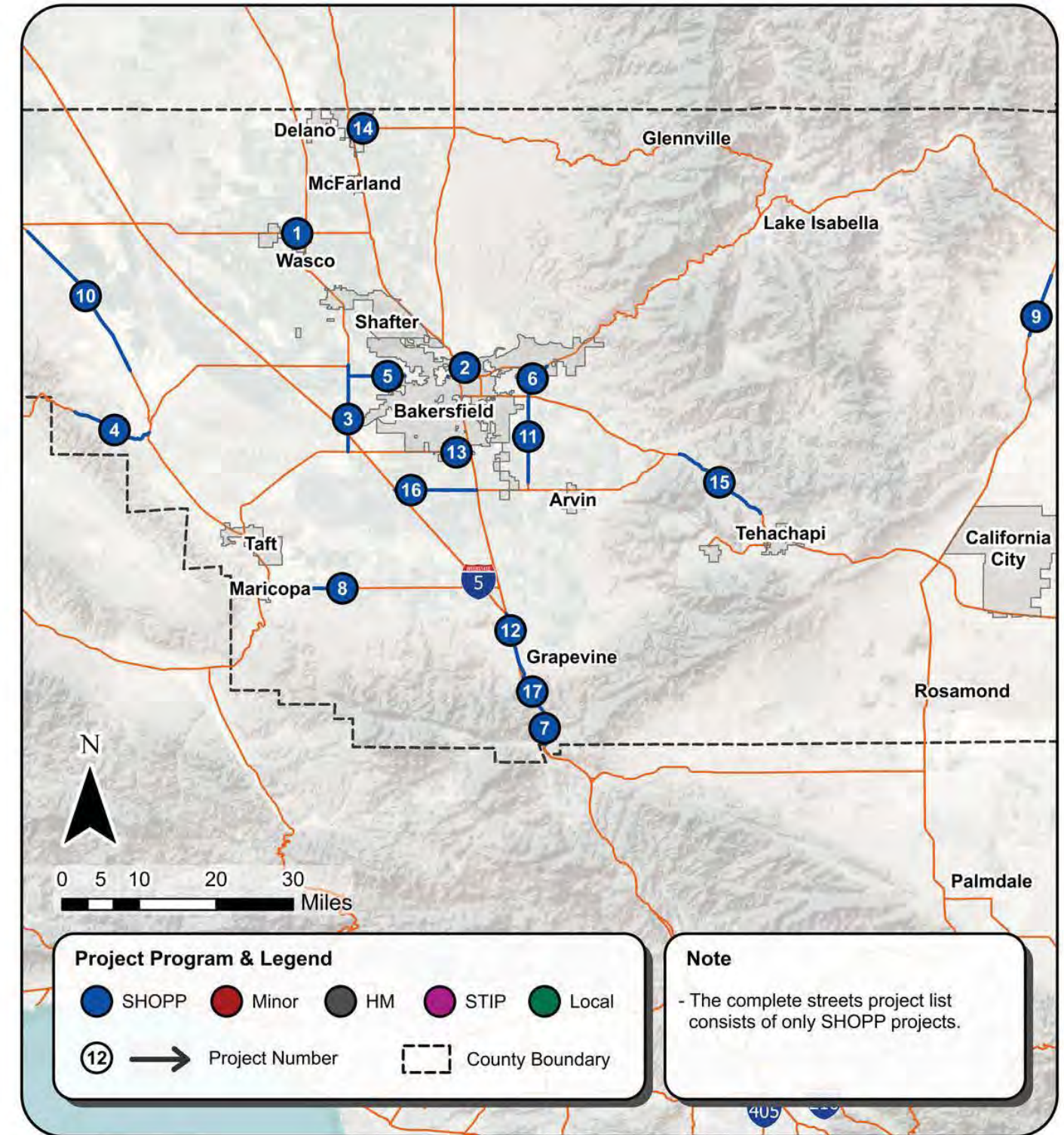




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
COMPLETE STREETS PROJECT LIST - PART I**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
COMPLETE STREETS PROJECT LIST								
1	0U480	6	46	49 / 50.9	Wasco Route 46 CAPM / Pavement Preservation (CAPM)	Closeout	\$7,610	2019/20
2	0U490	6	204	5.1 / 6.7	Golden Empire CAPM / Pavement Preservation (CAPM)	Closeout	\$5,105	2019/20
3	0U100	6	43	0 / 9.3	Enos Lane CAPM & ADA Curb Ramps / Pavement Preservation (CAPM)	CON	\$14,339	2019/20
4	0X350	6	58	6.00 / 15.40	Reward CAPM / Pavement Preservation (CAPM)	DES / ROW	\$15,970	2020/21
5	0U110	6	58	39.9 / 46	West Rosedale CAPM / Pavement Preservation (CAPM)	Closeout	\$12,400	2020/21
6	0U430	6	184	8.3 / 12.13	Morning Drive 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$12,140	2020/21
7	0X330	6	5	0.0 / 4.40	Fort Tejon 2R Rehab / Pavement Rehabilitation (2R)	ENV	\$31,350	2022/23
8	0X380	6	166	0.00 / 9.00	Maricopa Highway CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$14,540	2022/23
9	37890	9	14	46.2 / 52.8	Freeman 3 CAPM / Pavement Repair (CAPM)	ENV	\$8,707	2022/23
10	0Y130	6	33	40.40 / 59.00	Blackwell's Corner CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$22,570	2022/23
11	0U290	6	184	0.8 / 8.3	Weedpatch Hwy 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$33,055	2022/23
12	0U500	6	5	10.20 / 15.90	Wheeler Ridge CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$22,350	2023/24
13	0V610	6	119	28.3 / 31.28	Pumpkin Center 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$57,300	2023/24
14	0W810	6	155	0.00 / 1.50	Delano SR-155 Rehab (3R) / Roadway Rehabilitation (3R)	ENV	\$16,740	2023/24
15	37920	9	58	77.252 / 88.34	Keene Pavement / Pavement Repair CAPM/Rehab	ENV	\$165,515	2024/25
16	1C060	6	223	1.85 / 10.5	Kern 223 Rehab / Remove and Replace HMA (Full Depth Recycle)	ENV	\$9,877	2024/25
17	0W920	6	5	4.4 / 10.20	Grapevine Rehab / Pavement Rehabilitation (2R)	ENV	\$95,658	2024/25

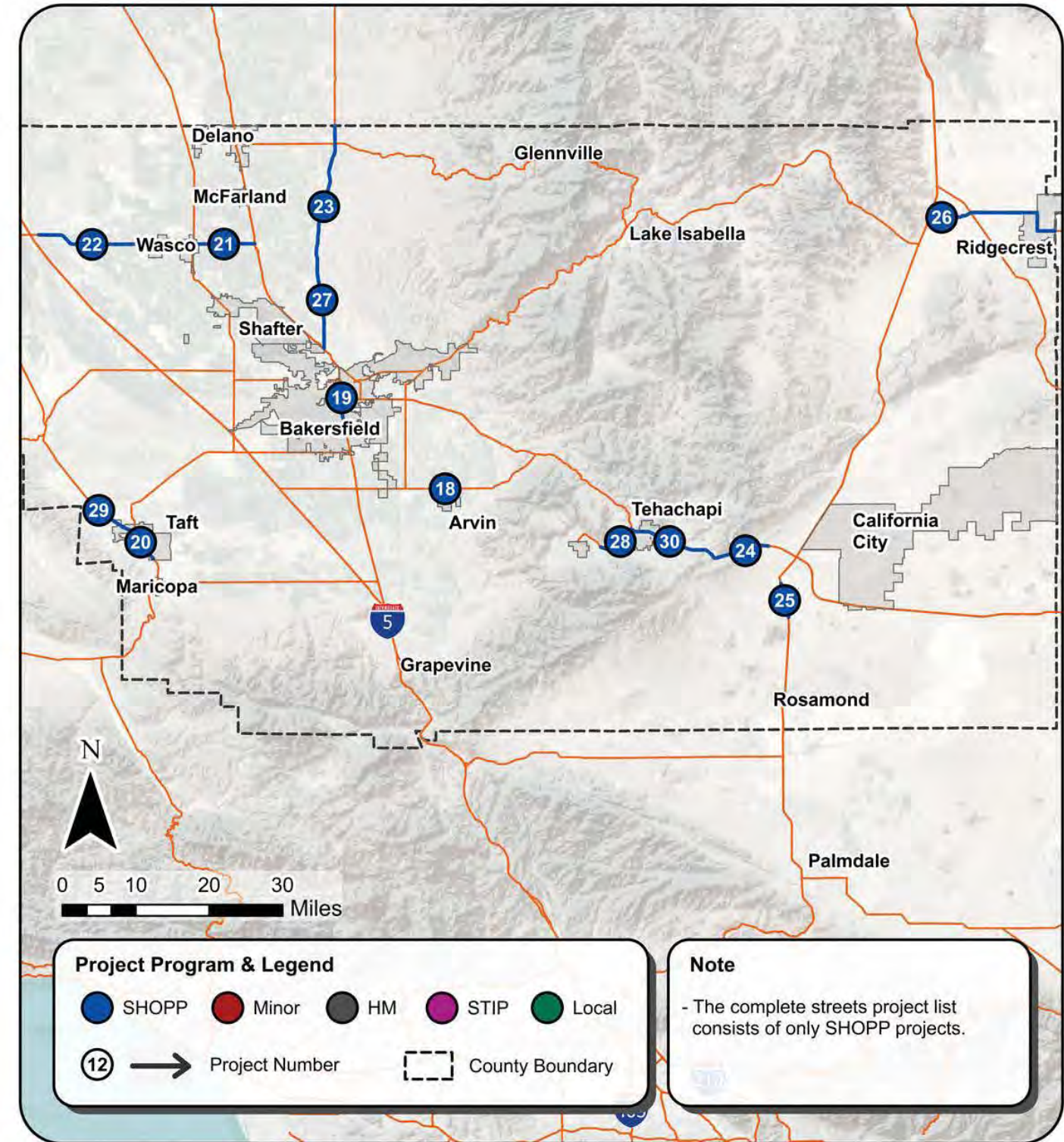




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE
COMPLETE STREETS PROJECT LIST - PART II**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
COMPLETE STREETS PROJECT LIST								
18	0Y150	6	223	R20.1 / 21.3	Arvin CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$5,029	2024/25
19	0X370	6	99	21.15 / 24.60	Bakersfield 99 Rehab II (South) / Roadway Rehabilitation (3R)	ENV	\$68,290	2025/26
20	0W830	6	33	14.40 / 17.90	South Taft Rehab / Roadway Rehabilitation (3R)	ENV	\$26,704	2025/26
21	1A760	6	46	50.80 / 57.78	East Wasco CAPM / Rehabilitate Pavement	ENV	\$20,211	2025/26
22	1A680	6	46	33.50 / 46.00	Semitropic CAPM / Overlay RHMA, Upgrade Guardrail and Dikes	ENV	\$20,994	2025/26
23	19565	6	65	6.90 / 25.16	CAPM	Future	\$16,351	2026/27
24	38310	9	58	R99.8 / R107.7	Cache Creek Pavement / Restore Pavement and Drainage	ENV	\$39,623	2026/27
25	37520	9	14	R12.6 / 16.7	Mojave Pavement / Rehab/CAPM Pavement and Upgrade ADA	ENV	\$47,558	2026/27
26	38330	9	178	88.6 / 104.6	Ridgecrest/Inyokern Pavement / Restore Pavement, Fix Drainage and ADA	ENV	\$72,355	2027/28
27	19581	6	65	R0.0 / 6.9	CAPM	Future	\$13,058	2028/29
28	20430	9	202	R5.0 / 12.093	In Kern County in and near Tehachapi from the beginning of the route to route 58	Future	\$9,387	2028/29
29	19564	6	33	17.9 / 24.0	CAPM	Future	\$7,991	2028/29
30	37510	9	58	R90.5 / R100.0	In Kern county at Tehachapi from Exit 148 to 0.04 miles south of Cache Creek Overflow #2 bridge.	Future	\$41,208	2028/29





February 5, 2021

TO: Regional Project Delivery Partners

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

Joseph Stramaglia,
Project Delivery Team Lead

SUBJECT: **SAVE THE DATE - 2022 RTIP KCOG WORKSHOPS**

Please make a note of the dates and time listed below for the Kern COG 2022 RTIP Workshops. Reminder e-mail messages, workshop flyers, and agenda packages will be sent out as each date approaches. Dates will be included in updated TTAC and Board agenda reports.

- Wednesday **May 19, 2021**– 10:00 AM to 11:00 AM – teleconference
- Wednesday **July 21, 2021** – 10:00 AM to 11:00 AM – teleconference
- Wednesday **September 22, 2021** – 10:00 AM to 11:00 AM – teleconference

Topics for presentations and discussions will include but are not limited to the following items:

May Workshop

- STIP 101, latest guidelines and KCOG policy
- Current funding needs of projects in the STIP and those that were delayed
- Status of partnership projects in Eastern Kern MOU with Inyo, Mono & Caltrans
- Discussion on need for future call for projects

July Workshop

- Update on funding needs of projects in the STIP and those that were delayed
- Eastern Kern MOU response from Caltrans on 40% participation
- Advancing newer projects of interest and partnership
- Options for administrative draft 2022 RTIP Capital Improvement Program

September Workshop

- Review and discuss proposed administrative draft 2022 RTIP Capital Improvement Program

**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.

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.

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] DEC 15 2014
Ahron Hakimi, Executive Director Date

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

Inyo County Local Transportation Commission

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

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

Mono County Local Transportation Commission

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

[Signature] 11/13/14
Marshall Rudolph, County Counsel 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.06)

[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- 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.

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 Newitt 1-7-99
Jeff Newitt Date
Executive Director

Mono County Local Transportation Commission

Joann Ronci 1-7-99
Joann Ronci Date
Chairman

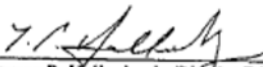
Marshall Rudolph 1/7/99
Marshall Rudolph Date
County Counsel

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:

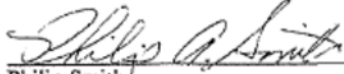
40% by the County RIP in which the PROJECT is located
40% by the State IIP
10% each by the two remaining County's RIPs

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

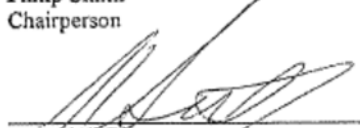
Attachment A

Kern Council of Governments:

Approved as to form:

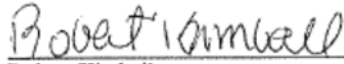

Philip Smith
Chairperson

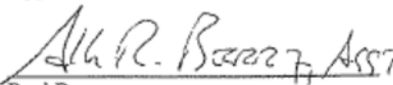

Kirk Perkins
Deputy County Counsel


Ronald E. Brummett
Executive Director

Inyo County Local Transportation Commission

Approved as to form:

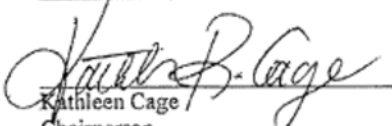

Robert Kimball
Chairman

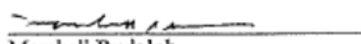

Paul Bruce
County Counsel


Jeff Lavett
Executive Director

Mono County Local Transportation Commission

Approved as to form:

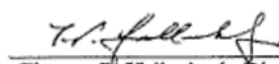

Kathleen Cage
Chairperson

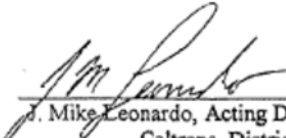

Marshall Rudolph
County Counsel


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	\$44,866	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	\$24,731	\$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	\$125	\$510	\$125	\$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.

CURRENT BASELINE 60/40 UPDATE PAGE 1 OF 3

DRAFT Regional Improvement Program 60/40 Formula Apportionment
(Programming After 2018 RTIP)

Project Description	Balance	Non - 60/40	Metro	%	Non-Metro	%
1998 RTIP Augmentation	\$6,177,000		\$3,706,200	60%	\$2,470,800	40%
Cecil Ave; Albany St-Browning Rd	\$5,646,000				\$531,000	
7th Standard; Rte 99-Santa Fe Exp.	\$5,070,000				\$576,000	
Wheeler Ridge Rd; Le Gray Rd-Rte 223	\$3,970,000				\$1,100,000	
Rte 14; old Rte 58-Phillips Rd	\$3,550,000				\$420,000	
Rte 46; SLO Co. line-Keck's Corner **	\$3,185,000				\$365,000	
Rte 46; Wasco Rte 43 N.-Jumper Ave	\$2,185,000				\$1,000,000	
Rte 58; in Tehachapi at Dennison Rd	\$1,685,000				\$500,000	
Rte 119; in Taft, Cherry-Tupman	\$868,000				\$817,000	
Rte 184; Rte 223-Panama Lane	\$254,000				\$614,000	
Rte 395; Inyo Co.-Olancha/Carthage	\$139,000				\$115,000	
1998 Balance	\$139,000 ^{ab}		\$0	0%	\$6,038,000	98%
2000 RTIP Committed Programming^{ac}	\$7,426,000		\$4,455,600	60%	\$2,970,400	40%
Rte 14; old Rte 58-Phillips Rd	\$2,000,000				\$5,426,000	
Rte 46; SLO Co. line-Keck's Corner **	\$1,000,000				\$1,000,000	
Rte 46; Keck's Road to I-5 **	\$0				\$1,000,000	
2000 Balance			\$0	0%	\$7,426,000	100%
2002 RTIP Committed Programming^{ac}	\$37,008,000		\$8,766,000	60%	\$5,844,000	40%
STIP PPM	\$36,510,000	\$498,000				
Westside Parkway ^{ad}	\$14,610,000	\$21,900,000				
Rte 14; near Rte 178	\$13,086,000				\$1,524,000	
Rte 46; Keck's Road to I-5 ^{ae}	\$8,631,000				\$4,455,000	
Rte 46; Rte43 N.-Jumper Ave	\$8,221,000				\$410,000	
Rte 58; in Tehachapi at Dennison Rd	\$7,186,000				\$1,035,000	
Rte 99; White Lane Soundwall	\$6,436,000		\$750,000			
Rte 119; in Taft, Cherry-Tupman	\$5,438,000				\$1,000,000	
Rte 184; Weedpatch Hwy	\$4,096,000				\$1,340,000	
Rte 395; China Lake Blvd to Rte178	\$3,296,000				\$800,000	
Rte 395; Mono Co. - Highpoint Curve	\$3,165,000				\$131,000	
Rte 395; I-15 to Rte 58	\$1,185,000				\$2,000,000	
West Ridgecrest Blvd	\$165,000				\$1,000,000	
7th Standard Road (East) - Wings Way	\$0		\$165,000			
2002 Balance			\$915,000	6%	\$13,695,000	94%
2004 RTIP Committed Programming^{ac}	\$72,132,000		\$24,643,800	60%	\$16,429,200	40%
STIP PPM	\$71,773,000	\$359,000				
Westside Parkway ^{ad}	\$41,073,000	\$30,700,000				
Rte 14; old Rte 58-Phillips Rd	\$22,960,000				\$18,113,000	
Rte 46; SLO Co. line-Keck's Corner **	\$22,160,000				\$800,000	
Rte 46; Rte43 N.-Jumper Ave	\$21,500,000				\$680,000	
Rte 119; in Taft, Cherry-Tupman	\$21,000,000				\$500,000	
Rte 178; at Fairfax Rd	\$6,000,000		\$15,000,000			
7th Standard Road Interchange	\$3,500,000		\$2,500,000			
7th Standard Road (East) - Wings Way	\$1,000,000		\$2,500,000			
7th Standard Road (West) - Shafter	\$0				\$1,000,000	
2004 Balance			\$20,000,000	49%	\$21,073,000	51%

CURRENT BASELINE 60/40 UPDATE PAGE 2 OF 3

DRAFT Regional Improvement Program 60/40 Formula Apportionment
(Programming After 2018 RTIP)

Project Description	Balance	Non- 60/40	Metro	%	Non-Metro	%
2006 RTIP - Respreading Budget**	\$13,014,000		\$7,733,400	60%	\$5,155,600	40%
STIP PPM	\$12,889,000	\$125,000				
Rte 58; in Tehachapi at Dennison Rd	\$11,720,000				\$1,169,000	
Rte 395; China Lake Blvd to Rte178	\$11,280,000				\$440,000	
Rte 395; Inyo Co.-Indep. Mitigation	\$11,200,000				\$80,000	
7th Standard Road (West) - Shafter	\$0				\$11,200,000	
2006 Balance			\$0	0%	\$12,889,000	100%
2006 RTIP Augmentation	\$20,592,000		\$1,843,200	60%	\$1,228,800	40%
STIP PPM	\$19,772,000	\$820,000				
Westside Parkway**	\$3,072,000	\$16,700,000				
Rte 46; Keck's Road to Rte 33**	\$2,622,000				\$450,000	
Rte 395; Inyo Co.-Independence	\$687,000				\$1,935,000	
Rte 395; Inyo Co.-Olancha/Cartago	\$0				\$687,000	
2006 Augmentation Balance			\$0	0%	\$3,072,000	100%
2008 RTIP Committed Programming	\$164,761,000		\$81,756,800	60%	\$41,171,200	40%
STIP PPM	\$161,598,000	\$3,163,000				
Westside Parkway**	\$28,398,000	\$58,670,000	\$74,530,000			
Rte 46; SLO Co. line-Keck's Corner **	\$27,098,000				\$1,300,000	
Rte 46; Keck's Road to Rte 33**	\$0				\$27,098,000	
2008 Balance			\$74,530,000	72%	\$28,398,000	28%
2010 RTIP Committed Programming	\$54,477,000		\$31,620,000	60%	\$21,080,000	40%
STIP PPM	\$52,700,000	\$1,777,000				
Westside Parkway	\$2,700,000		\$50,000,000			
SR 99: South	\$0		\$2,700,000			
2010 Balance			\$52,700,000	100%	\$0	0%
2012 RTIP Committed Programming	\$16,318,000		\$9,232,800	60%	\$6,155,200	40%
STIP PPM	\$15,388,000	\$930,000				
Rte 14; near Rte 178	\$9,868,000				\$5,520,000	
Rte 395; Inyo Co. Olancha/Cartago	\$7,700,000				\$2,168,000	
West Ridgecrest Blvd	\$1,500,000				\$6,200,000	
Challenger Drive Ext.	\$0				\$1,500,000	
2012 Balance			\$0	0%	\$15,388,000	100%
2014 RTIP Committed Programming	\$5,803,000		\$3,123,000	60%	\$2,082,000	40%
STIP PPM	\$5,205,000	\$598,000				
Rte 119; Truck Climbing Lane	\$0				\$5,205,000	
2014 Balance			\$0	0%	\$5,205,000	100%
2016 RTIP Respreading Budget**	\$38,398,000		\$22,560,600	60%	\$15,040,400	40%
STIP PPM	\$37,601,000	\$797,000				
Rte 46; Lost Hill Rd to E of I-5; 4A**	\$33,501,000				\$4,100,000	
Rte 58; Westside Parkway Connector	\$500,000		\$33,001,000			
Rte 395; Inyo Co. Olancha/Cartago Arch.	\$0				\$500,000	
2016 Balance			\$33,001,000	87%	\$4,600,000	12%

CURRENT BASELINE 60/40 UPDATE PAGE 3 OF 3

DRAFT Regional Improvement Program 60/40 Formula Apportionment
(Programming After 2018 RTIP)

Project Description	Balance	Non- 60/40	Metro	%	Non-Metro	%
2018 RTIP Committed Programming	\$38,820,000		\$22,842,000	60%	\$15,228,000	40%
STIP PPM	\$38,070,000	\$750,000				
Rte 14 Freeman Gulch-Segment 2	\$36,110,000				\$1,960,000	
Rte 46; Brown Mat.-e/o Lost Hills Rd; 4B**	\$33,710,000				\$2,400,000	
Rte 58; WS Pkwy Conn Mainline Ph1	\$3,500,000		\$30,210,000			
Rte 132 Expressway, Phase 1	\$0				\$3,500,000	
2018 Balance			\$30,210,000	79%	\$7,860,000	21%
2020 RTIP Cycle	\$40,645,000		\$23,937,000	60%	\$15,958,000	40%
STIP PPM	\$39,895,000	\$750,000				
Rte 46; CA Aque. Br-e/o Lost Hills Rd; 4B**	\$36,295,000				\$3,600,000	
Rte 46; Brown Mat.-CA Aqueduct; 4C	\$9,295,000				\$27,000,000	
Rte 395; Inyo Co. Olancha/Cartago	\$0				\$9,295,000	
2020 Balance			\$0	0%	\$39,895,000	100%
End Balance**			\$211,356,000	56%	\$165,539,000	44%
			<u>\$226,137,000</u>	<u>60%</u>	<u>\$150,758,000</u>	<u>40%</u>
			-\$14,781,000		\$14,781,000	

Notes:

** As per \$45 million total commitment.

** Carryover included in the next RTIP fund estimate because no project was ready to utilize for any phase of development.

** The 2006 RTIP and 2016 RTIP do not offer any new programming dollars instead existing unallocated programming from previous RTIP cycles has been respread.

** \$145 million of 1998 RTIP funds were dedicated to the former Kern River Freeway in the Metro area at the beginning of SB45 and before the 60/40 policy adoption. The "End Balance" is calculated without the \$145 million.

** "End Balance" analysis consists of the sum of committed programming. Kern COG staff was careful not to double count any commitments. Please bring any corrections to the attention of Kern COG staff.

Attachment G - Draft Fund Estimate

Table 2 - Summary of Targets and Shares
(\$ in thousands)

County	2022 STIP Programming	
	Total Target	Maximum
	Share through 2026-27	Estimated Share through 2027-28
Alameda	22,035	31,823
Alpine	0	279
Amador	6,492	7,156
Butte	10,887	12,842
Calaveras	2,297	3,091
Colusa	4,466	4,992
Contra Costa	61,008	67,724
Del Norte	0	0
El Dorado LTC	5,318	6,678
Fresno	22,420	29,825
Glenn	2,306	2,856
Humboldt	4,925	6,898
Imperial	9,280	12,780
Inyo	0	0
Kern	13,879	23,852
Kings	0	0
Lake	2,015	2,874
Lassen	3,286	4,543
Los Angeles	0	57,061
Madera	0	0
Marin	0	0
Mariposa	5,657	6,172
Mendocino	5,290	7,152
Merced	5,968	8,398
Modoc	859	1,531
Mono	5,124	7,155
Monterey	8,973	12,471
Napa	0	0
Nevada	3,183	4,223
Orange	24,595	42,895
Placer TPA	0	0
Plumas	1,719	2,467
Riverside	35,968	51,945
Sacramento	17,167	26,459
San Benito	0	0
San Bernardino	38,942	57,525
San Diego	57,307	78,316
San Francisco	12,750	17,726
San Joaquin	3,709	8,756
San Luis Obispo	8,341	12,046
San Mateo	15,327	20,398
Santa Barbara	7,154	11,318
Santa Clara	32,094	43,716
Santa Cruz	4,522	6,530
Shasta	4,822	6,965
Sierra	5,019	5,375
Siskiyou	2,727	4,205
Solano	0	0
Sonoma	8,654	12,396
Stanislaus	8,394	12,122
Sutter	11,080	11,938
Tahoe RPA	0	0
Tehama	3,215	4,310
Trinity	2,491	3,268
Tulare	1,975	6,587
Tuolumne	1,819	2,676
Ventura	81,671	87,837
Yolo	8,592	10,390
Yuba	12,401	13,060
Statewide Regional	618,123	883,602
Interregional	178,189	272,710
TOTAL	796,312	1,156,312
	New Capacity	
Statewide SHA Capacity	1,353,697	
Statewide PTA Capacity	(557,385)	
Total STIP Capacity	796,312	



VI. TTAC

October 6, 2021

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Robert M. Snoddy,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VI.
Active Transportation Program Augmented Program of Projects 2021

DESCRIPTION:

The California Transportation Commission Cancellation of the \$500 Million Active Transportation Program (ATP) Augmentation Funds.

DISCUSSION:

According to an email from the CTC dated September 10, 2021 (Attachment "A"), the 2021-22 California State Budget signed in July included \$500 million in funds to augment the Active Transportation Program. The California Transportation Commission proposed to use these funds to fund more projects submitted through the 2021 Active Transportation Program. However, the Budget also required sequential legislation to be enacted before October 10th for those funds to be released. At this time, it appears the subsequent legislation required to release the \$500 million Active Transportation Program augmentation **will not be acted upon** before the Legislature adjourned. The following Kern ATP augmented projects are included in the table below (ranked by initial score).

Agency	Project Description	Cost
City of Bakersfield	Add funding to approved Cycle 5 ATP MOU project	\$791,000
City of Bakersfield	North Bakersfield Bicycle Connectivity Project	\$234,000
City of Tehachapi	Valley Blvd and Mill Street Gap Closure Project	\$3,509,000
City of Bakersfield	Garces Memorial Circle	\$172,000
City of Wasco	Central Ave. Class I & Class II Bicycle Trails	\$409,000
City of Bakersfield	California Ave. (Oleander Ave. to R Street)	\$770,000
Total		\$5,904,000

ATP Augmentation
October 6, 2021
TTAC
Page 2

Although the above projects will not be funded with ATP Cycle 5 Augmented funds, Kern COG staff may be funding the above funds at the beginning of next year (2022) using Regional Early Action Planning (REAP) 2.0 funds. The Kern Region is estimated to receive \$12,670,718 of REAP 2.0 funds for FY 2021-22. Once surplus funds are identified, REAP funds may be used to backfill the lost ATP Cycle 5 Augmented projects. Details of the REAP fund will be made available to Kern COG staff in early 2022. Kern COG staff will coordinate with the TTAC to advance eligible ATP projects for consideration of the REAP program funding.

Action: Information only

Attachment: Attachment "A" – CTC Notification regarding cancellation of ATP Cycle 5 State Budget Augmentation funds



California Transportation Commission

Active Transportation Program Update

Dear Active Transportation Program Stakeholders,

The 2021-22 California State Budget signed in July included \$500 million in funds to augment the Active Transportation Program. The Commission proposed to use these funds to fund more projects submitted through the 2021 Active Transportation Program. However, the Budget also required subsequent legislation be enacted before October 10th for those funds to be released. At this time, it appears the subsequent legislation required to release the \$500 million Active Transportation Program augmentation will not be acted upon before the Legislature adjourns this week. Because the Legislature will not convene again before the October deadline, the \$3.3 billion appropriated for the Governor's transportation package, including the appropriations for the Active Transportation Program, will revert to the General Fund to be available for potential allocation during the 2022 budget process.

Regrettably, the Commission cannot augment the 2021 Active Transportation Program with additional funds at this time.

The Assembly's Floor Report on the 2021 Budget states:

"Discussions concerning [...] proposed additional General Fund allocations to improve regional transit, adapt transportation systems to climate change, boost active transportation efforts, and fund other transportation improvements will continue through the fall and winter."



VII. TTAC

October 6, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco, Regional Planner

SUBJECT: TTAC AGENDA ITEM: VII
REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) – STATUS
UPDATE

DESCRIPTION:

Kern COG staff has prepared a revised application log. A total of 20 applications were received, requesting \$25 million in RSTP funding.

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. 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.

On March 18, 2021, the Transportation Planning Policy Committee approved the timeline and fund estimate for this RSTP call for projects cycle. \$24.3 million in RSTP funding was available for FY 22-23 and 23-24.

Status Update

Kern COG staff has prepared a revised application log. A total of 20 applications were received, requesting \$25 million in RSTP funding. On September 16th, the Kern COG Board extended the application deadline allowing for the two applications from Ridgecrest and Tehachapi to be considered this RSTP call for projects cycle.

Kern COG staff has been reviewing applications and applicants have responded to questions posed. The next step is for Kern COG staff to develop the RSTP Program of Projects that is expected to be approved February 2022. Once approved, the projects will then be incorporated into the Federal Transportation Improvement Program.

Attachment: Revised RSTP application log

ACTION: Information.

Applications Received	RSTP							
Agency	Application	2022-23		2023-24		TOTAL		
		RSTP	Local	RSTP	Local	RSTP	Local	Total Project
Arvin	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bakersfield	2	\$ 5,169,000	\$ 669,699	\$ 5,167,000	\$ 669,440	\$ 10,336,000	\$ 1,339,139	\$ 11,675,139
California City	1	\$ 58,922	\$ 7,635	\$ 313,078	\$ 228,311	\$ 372,000	\$ 235,946	\$ 607,946
Delano	4	\$ 698,000	\$ 90,433	\$ 698,000	\$ 90,433	\$ 1,396,000	\$ 180,866	\$ 1,576,866
Kern COG	1	\$ 79,677	\$ 10,323	\$ 79,677	\$ 10,323	\$ 159,354	\$ 20,646	\$ 180,000
Kern County	5	\$ 4,200,000	\$ 544,154	\$ 4,540,000	\$ 588,205	\$ 8,740,000	\$ 1,132,359	\$ 9,872,359
Maricopa	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
McFarland	1	\$ 49,399	\$ 6,401	\$ 346,601	\$ 44,906	\$ 396,000	\$ 51,307	\$ 447,307
Ridgecrest	1	\$ 75,444	\$ 9,775	\$ 1,185,539	\$ 153,600	\$ 1,260,983	\$ 163,375	\$ 1,424,358
Shafter	2	\$ 1,076,000	\$ 409,000	\$ -	\$ -	\$ 1,076,000	\$ 409,000	\$ 1,485,000
Taft	1	\$ -	\$ 44,900	\$ 252,000	\$ 279,650	\$ 252,000	\$ 324,550	\$ 576,550
Tehachapi	1	\$ 21,250	\$ 2,753	\$ 314,750	\$ 40,775	\$ 336,000	\$ 43,528	\$ 379,528
Wasco	1	\$ 68,796	\$ 8,914	\$ 691,204	\$ 89,553	\$ 760,000	\$ 98,467	\$ 858,467
Total	20	\$ 11,496,488	\$ 1,803,987	\$ 13,587,849	\$ 2,195,196	\$ 25,084,337	\$ 3,999,183	\$ 29,083,520

October 6, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco, Regional Planner
Robert M. Snoddy, Regional Planner

SUBJECT: TTAC AGENDA ITEM: VIII.
PROJECT ACCOUNTABILITY TEAM REPORT

DESCRIPTION:

Kern COG staff to provide the latest updates.

DISCUSSION:

The Project Accountability Team meetings are held quarterly as needed to discuss project implementation issues and to develop solutions. Participants review project status information for projects in the Federal Transportation Improvement Program (FTIP). Since no meeting has been held recently, this report is meant to provide the latest updates.

1. Transportation Development Act (TDA) Article 3 invoices should be submitted to Bob Snoddy at bsnoddy@kerncog.org. Please see project list attached.
2. The federal fiscal year (FY) began October 1, 2021. The FY 21/22 Active Transportation Program (ATP), Congestion Mitigation Air Quality Program (CMAQ), Regional Surface Transportation Program (RSTP) project list is provided to remind agencies to deliver early.
3. For agencies with ATP projects in FY 21/22, October 11th is the agenda deadline for the December California Transportation Commission (CTC) meeting.
4. Congestion Mitigation and Air Quality Program activity:
 - A. Applications received are posted at www.kerncog.org/category/docs/ftip/.
 - B. TTAC peer review comments are due October 8th to rpacheco@kerncog.org.
 - C. Peer review workshop is scheduled for November 10th at 10:00 AM.
5. Save the date for the next Project Accountability Team meeting scheduled for January 11th at 10:00 AM.

Attachments: September 24, 2021 TDA Article 3 project list
September 24, 2021 FY 21/22 ATP/CMAQ/RSTP project list

ACTION: Information.

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	3	Project completed - Paid 11-20-2020
Arvin	9/21/2017	MO#17-03	South "A" at Langford Pedestrian Improvements (I of III)	\$90,000	2	Project should be completed August 2022
Arvin	9/20/2018	MO#19-01	South "A" at Langford Pedestrian Improvements (II of III)	\$90,000	2	Project should be completed August 2022
Arvin	9/20/2018	MO#19-01	South "A" at Langford Pedestrian Improvements (III of III)	\$105,000	2	Project should be completed August 2022
Arvin	9/20/2018	MO#19-01	Bike Parking	\$3,000	3	Completed - Paid 11-20-2020
Arvin	9/20/2018	MO#19-01	Bike Safety	\$2,000	3	Completed - Paid 11-20-2020
						Project not deliverable - funds will be returned to region pot
Arvin	9/20/2018	MO#19-01	Bikepath on Derby between Haven and Schnipper (Phase I of II)	\$70,450	1	
Arvin total				\$285,000		
						Complete Billed \$11,612 to kcoog 2/7/2017 Balance is \$0
Bakersfield	8/20/2015	MO#15-04	Downtown Bicycle Parking	\$12,000	3	
Bakersfield	8/20/2015	MO#15-04	Countdown heads at 50 locations (II of III)	\$61,970	3	* See note below
Bakersfield	8/20/2015	MO#15-04	Brundage Lane Class III/"A"Street Class II	\$138,000	2	Contract awarded.Est. comp. September 2021
Bakersfield	9/15/2016	MO#16-05	SW bike lanes on Various Streets (III of III)	\$48,333	2	Complete billed to kcoog 7/1/2016 - balance is \$0
						*total \$123,940: Approved \$69,760 to projects: At time of 2018, appropriation \$54,180 was identified as reverts back to kcoog; billed \$20,773; TK201 & TK202 are fianalled; T8K201 & T8K202 are complete - final invoice pd. September 20, 2020
Bakersfield	9/15/2016	MO#16-05	Countdown heads at 50 locations (III of III)	\$61,970	3	Complete billed to kcoog 1/11/2018 & 2/7/2018; \$0
Bakersfield	9/15/2016	MO#16-05	Kern River Bike Path Rehab: Buena Vista to Coffee (II of II)	\$67,263	3	Project balance (Total funding \$125k)
Bakersfield	9/15/2016	MO#16-05	Bakersfield College area Bikelanes (I of II)	\$85,811	1	Total \$107,450 All funds available in Design phase;
Bakersfield	9/21/2017	MO#17-03	Bakersfield College area Bikelanes (II of II)	\$21,639	1	project will be contracted out - est. comp. Dec. 2021
						Billed \$2,072.38 on 7/25/2018; \$1,824 in FY 2019/20
Bakersfield	9/21/2017	MO#17-03	Downtown Bicycle Parking	\$6,000	2	balance. Bike parking- \$10,353.09 June 10, 2021 INV.
Bakersfield	9/21/2017	MO#17-03	Build-a-Bike Program	\$6,000	2	Billed \$3,175 6/27/2019
Bakersfield	9/21/2017	MO#17-03	Bikepath between Kern River Bikepath and 21st Street	\$39,980	3	Billed \$9,899 6/27/2019: Savings \$30,080 to Bikepath rehab AH to Paladino to Morning T9k228
Bakersfield	9/21/2017	MO#17-03	Bikepath rehab from Manor Street to Alfred Harrel Highway	\$102,589	2	All funds avaialble; City Streets division starting project Jan 2020
Bakersfield	9/21/2017	MO#17-03	Ped Improvements on Brundage from Oak to Pine and H to Chester (I of III)	\$17,195	2	Invoiced and pd. April 8, 2021
Bakersfield	9/20/2018	MO#19-01	Ped Improvements on Brundage from Oak to Pine and H to Chester (II of III)	\$48,103	1	\$65,298 All funds avaialable. Project in design.
Bakersfield	9/20/2018	MO#19-01	Downtown Bicycle Parking	\$12,000	1	Carried over to 2019-20-Invoiced June 10, 2021
Bakersfield	9/20/2018	MO#19-01	Build-a-Bike Program	\$8,000	2	Estimate comp. Aug. 2021
						\$3,175 still available
Bakersfield	9/20/2018	MO#19-01	Bikepath rehab from CALM to Paladino and Morning (Phase I of II)	\$78,377	3	\$108,417 project was complete in FY 2018/19.
Bakersfield	9/20/2018	MO#19-01	Lights in Stockdale and Allen Road tunnel on Kern River Bikepath	\$42,656	3	Included \$30,080 tranfer from T8k233. Billed to kcoog 6/27/201. balance \$0
Bakersfield	9/20/2018	MO#19-01	Ped improvements on L Street from Truxtun to 23rd Street (Phase I of II)	\$48,934	2	Project complete. Awaiting invoices
Bakersfield	9/19/2019	MO#19-03	Ped improvements on L Street from Truxtun to 23rd Street (Phase II of II)	\$48,931	2	Total \$95,865; \$95,815 available. Project in design.
Bakersfield	9/19/2019	MO#19-03	Downtown Bicycle Parking	\$2,000	1	Invoiced and pd. September 17, 2020
Bakersfield	9/19/2019	MO#19-03	Bike Education and Community Outreach	\$3,000	1	A total of \$16,854 available
Bakersfield	9/19/2019	MO#19-03	Pedestrian Countdown timers	\$43,209	2	All funds available.
Bakersfield	9/19/2019	MO#19-03	Beach Park to Manor KRP Rehab (Phase I)	\$100,000	1	Project completed and invoiced.April 8,2021
Bakersfield total				\$389,168		Not available untill FY 2020/21 when \$200k additional funding is added - August 2021
California City	9/20/2007	MO#07-03	Bike Safety Program	\$1,000	1	Undeliverable
California City	9/15/2016	MO#16-05	Sidewalk in-fill on Heather Ave (I of II)	\$48,567	3	\$15,600 pd. On November 6, 2020
California City	9/21/2017	MO#17-03	Sidewalk in-fill on Heather Ave (II of II)	\$33,614	3	\$64,224 pd. On February 22, 2021

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	
California City	9/19/2019	MO#19-03	Sidewalkk Infill on Heather (I of II)	\$20,000	1	Confirmed project closed and paid- February 22, 2021
California City total				\$0		
Delano (No Projects)						
Kern County	8/20/2015	MO#15-04	Bicycle Parking	\$3,000	3	Payment in Process Dec 13, 2019
Kern County	8/20/2015	MO#15-04	North Chester Ave Pedestrian Improvements	\$160,000	3	Payment in Process Dec 13, 2019
Kern County	8/20/2015	MO#15-04	Niles Street Pedestrian Improvements	\$100,000	3	Payment in Process Dec 13, 2019
Kern County	9/15/2016	MO#16-05	Beale Ave/River Blvd Ped Improvements (I of III)	\$48,567	3	Paid Oct 17, 2019
Kern County	9/21/2017	MO#17-03	Beale Ave/River Blvd Ped Improvements (II of III)	\$95,333	3	Paid Oct 17, 2019
Kern County	9/20/2018	MO-19-01	Beale Ave/River Blvd Ped Improvements (III of III)	\$95,334	3	Paid Oct 17, 2019
Kern County	9/19/2019	MO-19-03	Bike Safety	\$8,000	3	KCOG needs to confirm invoices paid
Kern County	9/19/2019	MO-19-03	Bike Parking	\$12,000	3	KCOG needs to confirm invoices paid
Kern County	9/19/2019	MO-19-03	Lake Ming/KR Golf Course Extension (I of III)	\$464,005	3	KCOG needs to confirm invoices paid
Kern County total				\$454,005		
Maricopa	9/15/2011	MO#11-01	Bike Safety Program	\$1,000	1	requested project update informantion - Jan 8, 2020
Maricopa total				\$0		
McFarland	9/15/2016	MO#16-05	Browning Road Bikelanes	\$20,250	3	Completed - need invoice
McFarland	9/15/2016	MO#16-05	Bicycle Safety	\$2,000	3	Partial billing of \$904.30 on July 27, 2018
McFarland	9/19/2019	MO#19-03	Bike Parking	\$3,000	1	
McFarland	9/19/2019	MO#19-03	Bike Safety Projgram	\$2,000	1	
McFarland	9/19/2019	MO#19-03	West Kern Ave and 6th Street Curbs (I of II)	\$20,000	1	Should be completed in September 2021
McFarland total				\$25,000		
Ridgecrest	9/21/2017	MO#17-03	Bowman Road Class I rehab and shade structure	\$125,000	3	
Ridgecrest total				\$125,000		
Taft	9/19/2013	MO#13-03	Bike Rack	\$1,000	1	
Taft	8/15/2016	MO#16-05	Bike Parking	\$3,000	1	
Taft	8/15/2016	MO#16-05	Main Street to Rails-to-Trails Connection (I of II)	\$68,263	3	Invoice paid 2-20-2020
Taft	9/21/2017	MO#17-03	Main Street to Rails-to-Trails Connection (II of II)	\$68,263	3	Invoice paid 2-20-2020
Taft	9/19/2019	MO#19-03	South 4th Street Pedestrian Improvements (I of II)	\$20,000	1	
Taft total				\$24,000		
Tehachapi	9/21/2017	MO#17-03	Antelope Run Class I Bikepath Extension (I of III)	\$35,976	3	Invoice processed 892020
Tehachapi	9/20/2018	MO#19-01	Antelope Run Class I Bikepath Extension (II of III)	\$136,104	3	Invoice processed 892020
Tehachapi	9/19/2019	MO#19-03	Antelope Run Class I Bikepath Extension (III of III)	\$136,104	3	Invoice processed 892020
Tehachapi	9/19/2019	MO#19-03	Bicycle Parking	\$3,000	3	Completed - need invoice
Tehachapi	9/19/2019	MO#19-03	Bicycle Safety Program	\$2,000	3	Completed - need invoice
Tehachapi	9/19/2019	MO#19-03	West Park Frontage Improvements (I of III)	\$49,719	3	Invoiced processed 5122021
Tehachapi total				\$0		
Wasco	9/15/2016	MO#16-05	Bike Safety Program	\$2,000	3	Completed - awaiting invoice
Wasco	9/21/2017	MO#17-03	Palm Avenue Bike and Pedestrian Improvements	\$25,000	3	Completed - and funded
Wasco	9/20/2018	MO#19-01	Bike Safety Program	\$2,000		Canceled as of April 12, 2021
Wasco	9/20/2018	MO#19-01	Sidewalks around St. John's School	\$33,000		Canceled as of April 12, 2021
Wasco	9/19/2019	MO#19-03	Bicycle Parking	\$3,000	1	Est. comp. August 2021
Wasco	9/19/2019	MO#19-03	Bicycle Safety Program	\$2,000	1	Est. comp. August 2021
Wasco total				\$5,000		
Current outstanding Article 3 project dollars unreported or uncompleted				\$1,307,173		

Lead	PIN	Project No./ Grant No.	Description	Federal/ State PE	Federal/ State CON	Total	Note
Bakersfield	KER180403		California Ave from Union Ave to Washington St; rehabilitation	\$0	\$5,114,000	\$5,776,573	1
Bakersfield	KER180507		Signal Coordination Part 2: California between Mohawk St and Oak St; Stockdale Hwy between Coffee Rd and H St; Brundage Ln between Oak St and Hughes Ln; installation of Traffic Signal Interconnect / Synchronization	\$0	\$1,239,420	\$1,400,000	1
Bakersfield	KER191004		Bounded by 7th Standard Rd, Kern River Parkway and approx 6 miles Friant-Kern Canal; construct Class I multi-use path	\$0	\$7,753,358	\$8,200,000	1
Bakersfield	KER211002		Chester Avenue (4th Street to Brundage Lane)	\$0	\$210,000	\$791,000	1
Cal. City	KER180403	STPHIPL- 5399(030)	Hacienda Blvd from Cal City Blvd to Eucalyptus Ave; pavement rehabilitation	\$0	\$392,778	\$575,369	1
Cal. City	KER200502	CML- 5399(031)	Mendiburu Rd from Hacienda Blvd to Neuralia Rd; surface unpaved street	\$0	\$1,693,381	\$1,940,278	1
Caltrans	KER200506	CML- 6206(032)	Near Lamont: SR 223 at SR 184/Wheeler Ridge Road; construct single-lane roundabout (OR190)	\$0	\$1,500,000	\$1,500,000	3
Delano	KER180403		Randolph St from 9th Ave to Garces Hwy and Clinton St from Cecil Ave to Garces Hwy and Cecil Ave from Ellington St to Albany St; pavement resurfacing and/or rehabilitation	\$0	\$707,999	\$799,730	1
KCOG	KER200401		In Kern County: Regional Traffic Count Program	\$0	\$79,677	\$90,000	1
KCOG	KER200501		In Kern County: CommuteKern Rideshare Program	\$0	\$222,148	\$250,930	1
KCOG	KER211004		In Kern County: Safe Routes for Cyclists in Kern County's Disadvantaged Communities	\$0	\$792,000	\$792,000	2a
Kern Co. (for Arvin)	KER180403	STPL- 5950(497)	Haven Dr from Meyer St to Derby St; resurfacing/rehabilitation	\$0	\$533,461	\$850,600	1
Kern Co. (for Arvin)	KER161010		Varsity Road Pedestrian and Bicycle Project [Note CTC approvals: \$7,000 PA&ED approved FY 20/21; PS&E extended deadline to 12/31/21; CON extended deadline to 6/30/22]	\$112,000	\$714,000	\$833,000	1
Kern Co.	KER180403		Near Wasco: Scofield Ave from Merced Ave to Wasco City Limits (3.5 miles); road rehabilitation	\$0	\$3,243,416	\$3,663,635	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

Lead	PIN	Project No./ Grant No.	Description	Federal/ State PE	Federal/ State CON	Total	Note
Kern Co.	KER191002		In Bakersfield: South Chester Ave, Ming Ave to Sandra Dr; pedestrian safety, accessibility, crossing improvements	\$0	\$1,591,000	\$1,797,000	1
Kern Co.	KER191003		In Lake Isabella: Walk Isabella - Lake Isabella Blvd and Erskine Creek Rd; pedestrian and cyclist safety and accessibility improvements [Note: PS&E extended deadline to 6/30/22]	\$854,000	\$0	\$994,000	1
Kern Co.	KER200504	CML- 5950(490)	Kern County (Delano): Lytle Avenue from West Cecil Avenue to County Line Road; pave dirt road	\$0	\$1,436,028	\$1,622,081	3
McFarland	KER200404	STPL- 5343(017)	2nd St from Westside Corner of Harlow Ave to California Ave; landscape and pedestrian improvements	\$0	\$395,969	\$447,271	1
Ridgecrest	KER180403	STPL- 5385(067)	W. Ward Ave between N. China Lake Blvd and N. Norma St; resurfacing	\$0	\$728,267	\$822,622	3
Shafter	KER200405		Zerker Rd from North of the Friant Kern Canal to approximately 3,500 LF North; reconstruction	\$0	\$496,000	\$775,000	1
Shafter	KER180507		Santa Fe Way from Los Angeles Ave to Galpin St; Construct 8' shoulders on both sides of roadway	\$0	\$1,327,950	\$1,500,000	1
Taft	KER180403		10th St from A St to Pilgrim Ave (approx. 1,150 linear ft); rehabilitation	\$0	\$320,408	\$392,340	1
Tehachapi	KER180403	STPL- 5184(037)	Synder Ave between Tehachapi Blvd and Valley Blvd; rehabilitation and resurfacing	\$0	\$309,377	\$350,225	3
Tehachapi	KER200505	CML- 5184(038)	Pinon Street from Brandon Lane east to Dennison Road; pave an unpaved street and install class II bike lane	\$0	\$817,220	\$923,100	1
Tehachapi	KER211005		SRTS Dennison Road Bicycle / Pedestrian Corridor Improvement project [Note: PE and RW included]	\$345,000	\$0	\$345,000	1
Wasco	KER180403	STPHIPL- 5287(059)	Palm Ave from Jackson Ave to Gromer Ave at various locations; pavement rehabilitation	\$0	\$778,162	\$878,982	1
Wasco	KER180507	CML- 5287(058)	N. Palm Ave. between Margalo St. and Gromer Ave; pave shoulders, construct bicycle and pedestrian facilities	\$0	\$350,671	\$396,105	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							

October 6, 2021

TO: Transportation Technical Advisory Committee
FROM: AHRON HAKIMI, EXECUTIVE DIRECTOR
By: Rochelle Invina-Jayasiri, Regional Planner
SUBJECT: TTAC AGENDA ITEM: IX
ELECTION OF VICE CHAIRPERSON

DESCRIPTION:

The current Vice-Chairperson is retiring from the County of Kern. The Kern Council of Governments (Kern COG) Transportation Technical Advisory Committee (TTAC) needs to select a new Vice-Chairperson.

DISCUSSION:

Mr. Robert Neath is retiring from Kern County and he is currently the TTAC Vice-Chairperson. His last TTAC meeting is October 6, 2021. TTAC needs to select a new Vice-Chairperson for the remaining TTAC year until next April 2022.

The Chairperson will take nominations for the position of Vice-Chairperson. Each voting member of the TTAC is eligible to be nominated as Vice Chairperson.

ACTION:

Select a Vice-Chairperson for the Kern COG TTAC. ROLL CALL VOTE.



Interstate 5 Freight Zero Emissions Route Operations Pilot Study (I5 Freight ZERO Pilot Study)

Description of Pilot Study

Background: The freight transportation system in the San Joaquin Valley (SJV) is vital for the economy; however, the vehicles that move the cargoes from origins to destinations generate a number of externalities such as congestion, pollution, and safety impacts. The SJV has some of the worst air quality in the nation, failing to meet federal health standards for particulate and ozone.

In addition to the strategic importance of its freight system and corridors, because of the role as a major international trade gateway, the SJV is very important to the nation as it produces a sizable portion of all the fruits, vegetables and nuts consumed. Therefore, developing strategies to mitigate the various issues (e.g., GHGs, criteria pollutants) brought by the system, and improve its efficiency, it is critical for the sustainability of the system and the communities in the area. The SVJ area is the home to a larger share of lower income and transit underserved communities, compared to the other areas in the State (see Table 1 for a comparison of the San Joaquin Council of Governments SJCOC area). Thus, the negative externalities are affecting a disproportionate percentage of disadvantaged communities.

Project Goals: Considering the current and projected freight volume and movement conditions in the San Joaquin Valley, the main objective of this project is to **prepare a feasibility study of zero emission technologies for potential implementation along the I-5 corridor in the Valley**. Specifically, the work will, *i) assess the freight patterns along the corridor (and other important corridors, e.g., SR 99); ii) synthesize different technologies such as zero emission vehicles, autonomous and connected vehicles, and truck cargo utilization based on the recent guidelines and plans; iii) develop a pilot study concept for large-scale implementation of such technologies; iv) conduct a small-scale data collection pilot with available zero emission vehicle technologies; v) use the empirical data to quantify the benefits and costs of the technologies; and vi) considering the results from i), and the evaluation of the different technologies (from ii), provide insights for the development of a plan that considers the implementation of the pilot study concept from iii).*

Throughout the work, the research team will focus on the technology and strategy impacts on the communities, the freight stakeholders, the planning organizations objectives, and the sustainability goals of the State.

Partners: [San Joaquin Valley Regional Planning Agencies](#), California Air Resources Board, California Department of Transportation, San Joaquin Valley Air Pollution Control District

Principal Investigator: Miguel Jaller Martelo, PhD

Miguel A. Jaller Martelo, Ph.D.
Associate Professor and Vice Chair, Department of Civil and Environmental Engineering
Co-Director, Sustainable Freight Research Program
Institute of Transportation Studies (ITS)
University of California, Davis (UCD)
Ghausi Hall, Room 3143, Davis, CA, 95616
Office: 1-530-752-7062
<http://faculty.engineering.ucdavis.edu/jaller/>

Project Agreement Management: Kern Council of Governments

Contact: Linda Urata, Regional Planner
Email: lurata@kerncog.org Cell Phone: 661-342-8262





Description of Data Collection Days

Schedule: September 29, 2021

8:15am – Set up

9:00am – Fleets Assemble and Receive Instructions – Dr. Jaller

9:00am to 9:15am – Trucks depart

10:00am – Dr. Miguel Jaller Martello, Principal Investigator available for Remarks to Project Partners

Questions and Answers for the Project Partners

10:30am Partner Event Concludes

10:00am to 5:00pm: Dr. Jaller plans to visits CNG fleet or fueling sites, To Be Determined

Data Collection Schedule

Wednesday, September 29, 2021

Buttonwillow Rest Area to Westley Rest Area

- One run
- One driver change
- Two Trucks, Full Load
- Same make, model year and engine type
- Diesel and Renewable Diesel

Thursday, September 30, 2021

Buttonwillow Rest Area to Firebaugh Rest Area

- Two runs
- One driver change per truck
- Two trucks, Full Load
- Same make, model year and engine type
- Diesel and Renewable Diesel

Friday, October 1, 2021 (or Monday October 4, 2021)

Buttonwillow Rest Area to Firebaugh Rest Area

- Two runs
- One driver change per truck
- Two trucks, Empty Load
- Same make, model year and engine type
- Diesel and Renewable Diesel



Tuesday, October 5, 2021 (last day)

Buttonwillow Rest Area to Westley Rest Area

- One run
- One Driver Change
- Two trucks, Full Load
- Different make and engine type
- Diesel and Renewable Diesel

Truck Fleet(s) participating: *Fleets will be paid a stipend to help cover the cost of the driver(s) and fuels*

Cox Petroleum

Two different model years, 2018 and 2019
Three different make and engine types
Running on Diesel and Renewable Diesel
Load: Fuel (Gasoline, Diesel, or Jet Fuel)

Western Milling

One model year, 2020 Freightliner
One make and engine type
Running on Compressed Natural Gas (Renewable)
Load: TBD

Interstate 5 Rest Areas

1. Buttonwillow I5 Northbound START and END

2.a. John “Chuck” Erreca Rest Area Southbound. SRRA No. 91000031.
Location: 0.7 miles north of Fresno – Merced County Line in the City of Firebaugh, 93622

And/Or (Turnaround)

2.b. John “Chuck” Erreca Rest Area Northbound. SRRA No. 91000030.
Location: 0.7 miles north of Fresno-Merced County Line in the City of Firebaugh, 93622

3.a. Westley Rest Area – Southbound SRRA No.
Location: 0.9 miles South of San Joaquin–Stanislaus County Line in the City of Tracy, 95376

And/Or (Turnaround – most likely at SR 132 for Northbound turning to Southbound)

3.b. Westley Rest Area – Northbound SRRA No. 91000082
Location: 0.9 miles South of San Joaquin – Stanislaus County Line in the City of Tracy, 95376

NOTE: Rest areas may be found on the [Caltrans QuickMap](http://quickmap.dot.ca.gov/). Click on “Options” and select “Rest Areas”
<http://quickmap.dot.ca.gov/>

SAVE THE DATE! The Partners are encouraged to attend the Showcase and Media Event
Bakersfield on November 17, 2021 from 9am to Noon
Southern California Gas Company Office and CNG Fueling Location
35118 McMurtrey Avenue, Bakersfield, CA 93308

PRESENTS:

EV SOLAR CAR TEACHER'S WORKSHOP

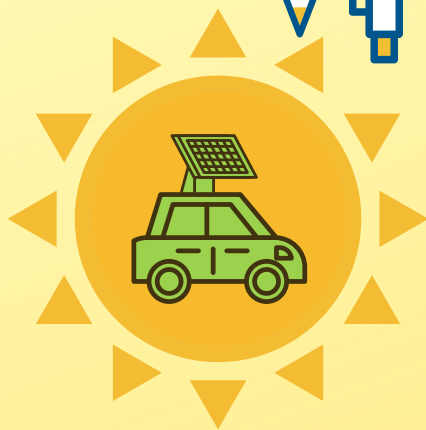
SATURDAY

OCTOBER 23RD, 2021

10:00AM - 2:00PM

VALLEY OAKS CHARTER SCHOOL

**20419 BRIAN WAY,
TEHACHAPI, CA 93561**



Solar Electric Car Workshop for Teachers!! **(Middle & High School)**

Join us for hands-on training over an engaging curriculum on air quality and health. This educational curriculum, that meets California Common Core standards, will educate on the negative effects of poor air quality and show how clean energies like solar and electric can help improve air quality. Teachers will learn this curriculum and build a solar EV car of their own! Teachers will also receive solar EV car kits to take back to their classrooms for use during instruction of this curriculum.

**Click [HERE](#) to see a video of our workshop from 2016!!

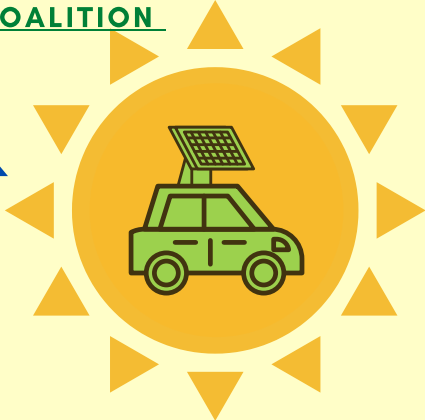
[Click to
Register](#)

Questions? Contact: Robert Garnsey (661) 847-9756
Lunch will be provided!



PRESENTS:

EV SOLAR CAR TEACHER'S WORKSHOP



TEHACHAPI LODGING OPTIONS

Baymont Inn & Suites
500 Steuber Rd.
Tehachapi, CA 93561
661-823-800

www.wyndhamhotels.com/baymont

Santa Fe Motel
120 W Tehachapi Blvd
Tehachapi, CA 93561
661-822-3184

Best Western Country Park Hotel
420 W Tehachapi Blvd
Tehachapi, CA 93561
661-823-1800
<https://bit.ly/3gQL4T0>

SureStay Hotel by Best Western
418 W Tehachapi Blvd
Tehachapi, CA 93561
661-822-5591
<https://bit.ly/38trveY>

Fairfield Inn & Suites by Marriott
422 W Tehachapi Blvd
Tehachapi, CA 93561
661-822-4800
877-822-5190
<https://bit.ly/3kDHpt4>

TownePlace Suites by Marriott
1052 Magellan Drive
Tehachapi, CA 93561
661-371-2767
<https://bit.ly/3mMKQA6>

Holiday Inn Express Hotel & Suites
901 Capital Hills Pkwy
Tehachapi, CA 93561
661-822-9837

www.hiexpress.com/tehachapica



FIRST RESPONDER ELECTRIC VEHICLE TRAINING

NOVEMBER 2ND, 2021 10:00AM - 2:00PM



JOIN US AT:

MOONLIGHT FARMS - PLANT 5
1500 W. MANNING AVE.
REEDLEY, CA 93654

FOR AN IN-DEPTH 4 HOUR TRAINING ON SAFELY RESPONDING TO ELECTRIC VEHICLE (EV) ACCIDENTS.

TOPICS INCLUDE:

- EV IDENTIFICATION TECHNIQUES
- IMMOBILIZATION AND POWER-DOWN PROCEDURES
- EXTRICATION CHALLENGES
- RECOMMENDED PRACTICES FOR DEALING WITH HAZARDS SUCH AS FIRES AND SUBMERSION
- INCIDENTS INVOLVING CHARGING/REFUELING STATIONS AND MORE!
- EV'S WILL BE ON SITE FOR DEMONSTRATION AND TO GAIN HANDS-ON EXPERIENCE

*FOR INFORMATION CONTACT:

ROBERT GARNSEY

661-847-9756

ROBERT.PROJECTCLEANAIR@GMAIL.COM



[REGISTER HERE](#)



Coordination and Support Provided By:



San Joaquin Valley
ELECTRIC VEHICLE
PARTNERSHIP



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

**KERN COG BOARD ROOM/ GoToMeeting
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA**

**WEDNESDAY
November 3, 2021
10:00 A.M.**

SPECIAL NOTICE

**Public Participation and Accessibility
November 3, 2021 Transportation Technical Advisory Committee**

On September 16, 2021, Governor Gavin Newsom signed into law Assembly Bill (AB) 361 which authorizes a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting during a declared state of emergency or when state or local health officials have imposed or recommended measures to promote social distancing. Based on guidance from the California Governor's Office and Department of Public Health, as well as the County Health Officer, in order to minimize the potential spread of the COVID-19 virus, Kern Council of Governments hereby provides notice that as a result of the declared federal, state, and local health emergencies, and in light of the Governor's signing of AB 361, the following adjustments have been made:

- The meeting scheduled for **November 3, 2021 at 10:00 a.m.** will have limited public access to maintain social distancing. Masks will be required to attend the meeting in person.
- Consistent with AB 361, Committee/Board Members may elect to attend the meeting telephonically and participate in the meeting to the same extent as if they were physically present.
- The public may participate in the meeting and address the Committee/Board in person under Public Comments.
- If the public does not wish to attend in person, they may participate in the meeting and address the Committee/Board as follows:
 - **You may offer comment in real time via your phone or from your computer, tablet or smartphone (see below).**
 - If you wish to submit a comment in advance of the scheduled meeting you may submit your comment via email to feedback@kerncog.org by 9:00 a.m. November 3, 2021 (**this is not a requirement**).

TTAC GoToMeeting Information

<https://www.gotomeet.me/KernCOG/ttacmeeting>

Dial +1 (786) 535-3211

Access Code: 269-963-557

New to GoToMeeting? Get the app now and be ready when your first meeting starts:

<https://global.gotomeeting.com/install/269963557>

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) 635-2900. 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: Minutes from meeting of October 6, 2021. ROLL CALL VOTE.**

IV. **CLEAN CALIFORNIA GRANT PROGRAM – CALTRANS PRESENTATION** (Stramaglia)

Comment: The California Department of Transportation (Caltrans) is developing the Clean California Local Grant Program as part of a two-year program through which approximately \$296 million in funds (statewide) will go to local communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers to clean and enhance public spaces.

Action: Information.

V. **2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM** (Stramaglia)

Comment: Every two years in the odd-numbered year, regional transportation planning agencies are to submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission for their approval in December of the same odd-numbered year.

Action: Recommend adoption of the 2022 RTIP Capital Improvement Program to the Transportation Planning Policy Committee as shown in Attachment A. **ROLL CALL VOTE.**

VI. **CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM – SUMMARY OF COMMENTS AND RESPONSES** (Pacheco)

Comment: Twenty-eight CMAQ applications are under review. Kern COG and TTAC comments were circulated to respective applicants. A summary of comments and responses is being prepared and will be emailed to the TTAC under a separate cover.

Action: Information.

VII. **PROJECT DELIVERY POLICY LETTERS – ATP, CMAQ, RSTP** (Pacheco)

Comment: Per the “Kern COG Project Delivery Policies & Procedures Chapter 2: Implementation Procedures Overview,” project delivery letters are due January 14, 2022 for Active Transportation Program (ATP), Congestion Mitigation Air Quality (CMAQ), and Regional Surface Transportation Program (RSTP) projects.

Action: Information.

VIII. **PROJECT DELIVERY POLICY LETTERS – TDA Article 3** (Snoddy)

Comment: Per the “Kern COG Project Delivery Policies & Procedures Chapter 2: Implementation Procedures Overview,” project delivery letters are **due January 14, 2022**, for Transportation Development Act (TDA) projects.

Action: Information.

IX. **CONSOLIDATED TRANSPORTATION SERVICE AGENCY (CTSA) UPDATE** (Snoddy)

Comment: On Monday, October 18, 2021, Golden Empire Transit District Announced that it was involved in discussions with North of the River Recreation and Park District (NOR) to operate the CTSA service for metro-Bakersfield.

Action: Information.

X. MEDIUM DUTY AND HEAVY DUTY ZERO EMISSION VEHICLE INFRASTRUCTURE BLUEPRINT
(Urata)

Comment: To help meet more stringent air standards, Kern COG promotes and plans for accelerated deployment of alternative fuel vehicle technologies. Kern COG and its consultant Gladstein, Neandross and Associates are forming a temporary work group – the Kern Medium Duty and Heavy Duty (MD|HD) Zero Emission Vehicle Infrastructure (ZEV) Blueprint Informal Working Group.

Action: Information.

XI. FY 2018-19 TDA PUBLIC TRANSIT CLAIM – CITY OF MCFARLAND
FY 2018-19 TDA STREETS & ROADS CLAIM – CITY OF MCFARLAND (Banuelos)

Comment: According to California Public Utilities Code Section 99260 et seq., and Kern COG TDA Rules and Regulations, eligible organizations may submit a claim for the purpose of supporting public transit systems and streets and roads. City of McFarland submitted a TDA transit claim and Streets & Roads claim for FY 2018-19 which totals \$697,453.

Action: Review TDA Public Transit Claim and Streets & Roads Claim for City of McFarland for FY 2018-19 and recommend approval to the Transportation Planning Policy Committee. **ROLL CALL VOTE.**

XII. ANNOUNCEMENTS

XIII. MEMBER ITEMS

XIV. ADJOURNMENT – The next meeting will be held on December 1, 2021 (may be dark).

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

DISCUSSION SUMMARY FOR OCTOBER 6, 2021

KERN COG BOARD ROOM/GO TO MEETING
1401 19th Street, Suite 300
BAKERSFIELD, CALIFORNIA

Wednesday
October 6, 2021
10:00 A.M.

Chairman Schlosser called the meeting to order at approximately 10:01 a.m. A roll call was conducted by Ms. Invina-Jayasiri for attendance.

I. ROLL CALL

MEMBERS PRESENT:

Christine Viterelli	City of Arvin
Ryan Starbuck	City of Bakersfield
Ed Galero	City of Delano
Bob Neath	County of Kern
Travis Reed	City of Ridgecrest
Alex Gonzalez	City of Shafter
Teresa Binkley	City of Taft
Jay Schlosser	City of Tehachapi
Kameron Arnold	City of Wasco
Lorena Mendibles	Caltrans
Steve Barnes	GET
Joe West	CTSA

OTHER:

Yolanda Alcantar	County of Kern
Alexa Kolosky	County of Kern
Lupita Mendoza	Caltrans
Luis Topete	City of Bakersfield
Cindy Parra	GET
Asha Chandy	Bike Bakersfield

STAFF:

Ahron Hakimi	Becky Napier
Raquel Pacheco	Rochelle Invina-Jayasiri
Angelica Banuelos	Bob Snoddy
Rob Ball	Joe Stramaglia

- 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.

III. APPROVAL OF DISCUSSION SUMMARY: Minutes from meeting of September 1, 2021.

Mr. Barnes made a motion to approve the discussion summary, Mr. Reed seconded the motion. Ms. Invina-Jayasiri performed a roll call vote and motion carried unanimously.

IV. FY 2021-22 TDA PUBLIC TRANSIT CLAIM – NORTH OF THE RIVER RECREATION AND PARK DISTRICT (NOR)

Ms. Banuelos stated, according to California Public Utilities Code Section 99260 et seq., and Kern COG TDA Rules and Regulations, eligible organizations may submit a claim for the purpose of supporting public transit systems. North of the River Recreation and Park District (NOR) submitted a TDA transit claim for FY 2021-22 which totals \$983,205.

Staff has reviewed the claims and the action requested was for the TTAC to review TDA Public Transit Claim for North of the River Recreation and Park District (NOR) for FY 2021-22 and recommend approval to the Transportation Planning Policy Committee.

Mr. Neath made a motion to approve the recommendation to the TPPC. Mr. Starbuck seconded. Ms. Invina-Jayasiri performed roll call and the motion carried with a roll call vote.

V. 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Stramaglia provided an update to the Kern COG RTIP process and provided the upcoming schedule. He discussed the Final 2022 RTIP CIP that was circulated to the TTAC via email.

This item was for information only and there were no other questions or comments from the committee.

VI. ACTIVE TRANSPORTATION PROGRAM AUGMENTED PROGRAM OF PROJECTS 2021

Mr. Snoddy reported the California Transportation Commission cancelled the \$500 Million Active Transportation Program (ATP) Augmentation Funds. However, Kern COG staff may be funding the above funds at the beginning of next year (2022) using Regional Early Action Planning (REAP) 2.0 funds. Staff will coordinate with the TTAC to advance eligible ATP projects for consideration of the REAP program funding.

This item was for information only and there were no other questions or comments from the committee.

VII. REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) – STATUS UPDATE

Ms. Pacheco reported Kern COG staff has prepared a revised application log. A total of 20 applications were received, requesting \$25 million in RSTP funding. On September 16th, the Kern COG Board extended the application deadline allowing for the two applications from Ridgecrest and Tehachapi. Kern COG staff has been reviewing applications and applicants have responded to questions posed. The next step is for Kern COG staff to develop the RSTP Program of Projects that is expected to be approved February 2022.

This item is for information only.

VIII. PROJECT ACCOUNTABILITY TEAM REPORT

Ms. Pacheco stated no Project Accountability Team meeting has been held recently; this report is meant to provide the latest updates. The FY 21/22 Active Transportation Program, Congestion Mitigation Air Quality Program, Regional Surface Transportation Program project list is provided to remind agencies to deliver early. For agencies with Active Transportation projects in this fiscal year, October 11th is the agenda deadline for the December California Transportation Commission meeting. TTAC CMAQ peer review comments are due October 8th. The peer review workshop is scheduled for November 10th at 10:00 AM. If CMAQ applicants cannot attend, please invite a representative who can answer project questions. Lastly, please save the date for the next Project Accountability Team meeting scheduled for January 11th at 10:00 AM. Mr. Snoddy provided his update.

This item is for information only.

IX. ELECTION OF VICE CHAIRPERSON

Ms. Invina-Jayasiri stated the current Vice-Chairperson is retiring from the County of Kern. Kern COG TTAC needs to select a new Vice-Chairperson. Mr. Neath nominated Ms. Yolanda Alcantar (County of Kern) to replace him as Vice-Chairperson. There were no other nominations. Ms. Invina-Jayasiri performed a roll call vote and the motion carried unanimously for Ms. Alcantar to be the next TTAC Vice-Chairperson effective on the November TTAC meeting.

X. ANNOUNCEMENTS

Ms. Invina-Jayasiri shared information on the three fliers attached to the agenda: I-5 Freight ZERO Pilot Study; EV Solar Car Teacher’s Workshop on October 23rd; and the First Responder Electric Vehicle Training on November 2nd. For more information on these events, please contact Ms. Linda Urata.

Ms. Invina-Jayasiri also reminded the next CTC meeting is on October 13-14, 2021.

Mr. Ball updated the committee on the current RTP/SCS public outreach workshops and handed out the outreach surveys to the committee members.

IX. MEMBER ITEMS

Ms. Mendoza invited the committee to the Clean California Workshop on October 7 from 10-11am. She also reminded the FY 22-23 Planning Funding Grants are due October 27th.

ADJOURNMENT – Meeting adjourned at 10:32 am. The next meeting will be held on November 3, 2021.

November 3, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Joseph Stramaglia,
Project Delivery Team Lead

SUBJECT: **TTAC AGENDA NUMBER: IV.**
CLEAN CALIFORNIA GRANT PROGRAM – CALTRANS PRESENTATION

DESCRIPTION:

The California Department of Transportation (Caltrans) is developing the Clean California Local Grant Program as part of a two-year program through which approximately \$296 million in funds (statewide) will go to local communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers to clean and enhance public spaces.

DISCUSSION:

Caltrans District 6 staff will be making a slide presentation during the TTAC meeting regarding the recently rolled out Clean California Grant Program.

Background - The California Department of Transportation (Caltrans) is developing the Clean California Local Grant Program as part of a two-year program through which approximately \$296 million in funds will go to local communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers to clean and enhance public spaces. Through the combination of adding beautification measures and art in public spaces along with the removal of litter and debris, this effort will enhance communities and improve spaces for walking and recreation.

Caltrans recently announced their intent to implement this program as of the writing of this report. At this time, there are two scheduled workshops in September and October to further discuss guidelines development for the program. That information was sent out to regional project delivery partners and stakeholders at large, on August 17, 2021. The information sent included an invitation to register for the program mailing list and the program website which includes more workshop information and timeline information. Grants will be due by December 2021 and project selection and approval will be done by early spring of 2022. While there is currently no indication that the program will have separate regional funding; Kern COG staff has sent an inquiry to get more details about anticipated funding structure.

For workshop and timeline: <https://cleancalifornia.dot.ca.gov/local-grants/workshops-milestones>

To receive Caltrans notifications: <https://lp.constantcontactpages.com/su/BX4kgoT/CleanCALocalGrant>

Attachment: Caltrans Clean California Presentation Slides

Action: Information.



CLEAN CALIFORNIA

Curt Hatton

Acting District 6 Clean California Coordinator

November 2021



ENVISIONING WHAT IS POSSIBLE



CLEAN CALIFORNIA

A transformative initiative to remove litter,
create jobs and beautify California



\$1.1 Billion Initiative – General Fund

- Litter Abatement over three years
- State Beautification Projects over two years
- Local Beautification Projects over two years
- Public Education over two years
- Project Design, Construction, Local Support and Engagement

Mobilizing Transformation through Key Action Areas



Eradication

Engagement and
Community Investment



Enhancements
of Infrastructure

Education



Job Creation

- Expand low barrier Maintenance jobs (SAMs)
- Expand Employment Social Enterprises
- Create career opportunities and jobs for:
 - ❖ Veterans
 - ❖ People experiencing, at risk of, or who are exiting homelessness;
 - ❖ people re-entering society from incarceration



EXPAND LITTER REMOVAL





BEAUTIFICATION PROJECTS



CLEAN CALIFORNIA

Local Grant Program



- Two Year Program
- \$296 Million
- Beautify and improve streets and roads, tribal lands, parks, pathways and transit centers
- Applicants must be
 - local or regional public agencies
 - Transit Agencies
 - Tribal government.
 - Non-Profit organizations may be sub-applicants
- Funds shall not be used to displace homeless
- Complete by June 30, 2024
- Competitive process



CLEAN CALIFORNIA

Local Grant Program



Project Selection Criteria

Caltrans will develop project selection criteria that will incorporate:

- Community need
- Potential to enhance and beautify public space
- Potential for greening to provide shade, reduce the urban heat island effect, and use native drought-tolerant plants
- Potential to improve access to public space
- Public engagement in the project proposal that reflects community priorities
- Benefit to underserved communities

Project Types

Eligible projects shall include, but not be limited to:

- Community litter abatement and beautification
- Community litter abatement events and/or educational program



CLEAN CALIFORNIA

Local Grant Program



Application Workshops

Event	Date	Time	Registration/Recording
Application Workshop	Thursday, November 18, 2021	10:00 am - 12:00 pm	Register Now

Guidelines Workshops

Event	Date	Time	Registration/Recording
Workshop #2	Thursday, October 7, 2021	10:00 am - 12:00 pm	Workshop Recording
Workshop #1	Wednesday, September 1, 2021	1:00 - 3:00pm	Workshop Recording

Grant Program Milestones

Milestone	Date
Call for Projects	December 2021*
Project Application Deadline	February 2022*
Project Award Notification	March 2022*

* specific dates will be updated as they are solidified.

<https://cleancalifornia.dot.ca.gov/local-grants>



CLEAN CALIFORNIA

A transformative initiative to remove litter,
create jobs and beautify California



QUESTIONS?

www.CleanCalifornia.com



V.
TTAC

November 3, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Joseph Stramaglia,
Project Delivery Team Lead

SUBJECT: **TTAC ITEM: V.**
2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

DESCRIPTION:

Every two years in the odd-numbered year, regional transportation planning agencies are to submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission for their approval in December of the same odd-numbered year.

DISCUSSION:

Early this year, the California Transportation Commission (CTC) initiated the 2022 Regional Transportation Improvement Program (2022 RTIP) cycle to develop a statewide 2022 State Transportation Improvement Program (2022 STIP) for regional projects. Each regional transportation improvement program submittal to the CTC is considered an RTIP. Once approved collectively statewide by the CTC, the RTIP's become the 2022 STIP. The following table indicates remaining actions leading to the approval of the 2022 STIP.

Remaining 2022 Regional Transportation Improvement Program Schedule		
November 3 & 18, 2021	KCOG	Regional Adoption of 2022 RTIP TTAC & TPPC
December 15, 2021	KCOG	Submit 2022 RTIP to the CTC by December 15, 2021
Jan 27 & Feb 3 2022	CTC	Conduct Northern/Southern California Public Hearing
February 28, 2022	CTC	CTC to publish staff recommendations for 2022 STIP
March 23-24, 2022	CTC	Adopt 2022 STIP

The Final 2022 RTIP Capital Improvement Program shown in Attachment A reflects the same Capital Improvement Program shared with the Board of Directors at the October 21, 2021 meeting. Kern COG staff is requesting that the Transportation Technical Advisory Committee recommend approval of the Final 2022 RTIP Capital Improvement Program to the Transportation Planning Policy Committee at the November 18, 2021 Board of Directors meeting. Once approved by the Board, Kern COG staff will submit a final 2022 RTIP report to the California Transportation Commission by December 15.

Action: Recommend adoption of the 2022 RTIP Capital Improvement Program to the Transportation Planning Policy Committee as shown in Attachment A.

Enclosure: Attachment A - Final 2022 RTIP Capital Improvement Program

Attachment A - FINAL 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM CAPITAL IMPROVEMENT PROGRAM

KERN COUNCIL OF GOVERNMENTS - 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM - FINAL CAPITAL IMPROVEMENT PROGRAM (\$ X 1,000)																			
PROJECT DESCRIPTION	NOTES	PRIORITY	CURRENT AND PROPOSED PHASES				PROJECT TOTAL	KCOG ALL RIP TOTAL	SUMMARY OF ALL FUNDING SOURCES				KCOG RTIP CAPITAL IMPROVEMENT PROGRAM - RIP ONLY						
			ENV	DES	ROW	CON			IIP	KCOG SHARE RIP	OTHER	TOTAL	PRIOR YEAR	2020 STIP CARRYOVER			NEW 2022 RTIP		2022 RTIP
														2022-23	2023-24	2024-25	2025-26	2026-27	
PLANNING, PROGRAMMING & MONITORING							\$ 2,191	\$ 2,191	\$ -	\$ 2,191	\$ -	\$ 2,191	\$ -	\$ 300	\$ 300	\$ 591	\$ 500	\$ 500	\$ -
2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM - PROPOSED CAPITAL IMPROVEMENT PROGRAM																			
SR 58 - CENTENNIAL CORRIDOR - INTERCHANGE IMPROVEMENT PHASE 2	1	1	•				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 58 CENTENNIAL CORRIDOR MAINLINE AB 3090 ALLOCATIONS	2	1	•	•	•	•	\$ 63,211	\$ 18,963	\$ -	\$ 63,211	\$ -	\$ 63,211	\$ 44,248	\$ 18,963	\$ -	\$ -	\$ -	\$ -	\$ -
SR 46 - WIDENING SEGMENT 4B	3	2	•	•	•	•	\$ 40,503	\$ 6,000	\$ -	\$ 6,000	\$ 34,503	\$ 40,503	\$ 6,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 46 - WIDENING SEGMENT 4C	4	2	•	•	•	•	\$ 38,050	\$ 13,995	\$ -	\$ 13,995	\$ 24,055	\$ 38,050	\$ 700	\$ 13,995	\$ -	\$ -	\$ -	\$ -	\$ -
SR 204 / HAGEMAN FLYOVER	5	B	•	•	•	•	\$ 63,723	\$ 28,179	\$ -	\$ 28,179	\$ 35,544	\$ 63,723	\$ -	\$ -	\$ 28,179	\$ -	\$ -	\$ -	\$ -
SR 58 TRUCK CLIMBING LANES	6	B	•				\$ 5,251	\$ 3,728	\$ -	\$ 3,728	\$ 1,523	\$ 5,251	\$ 2,272	\$ 1,456	\$ -	\$ -	\$ -	\$ -	\$ -
MOU PROJECTS																			
SR 14 - FREEMAN GULCH SEG 2	7	B	•	•			\$ 4,900	\$ 1,960	\$ 1,960	\$ 1,960	\$ 980	\$ 4,900	\$ 1,960	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 14 - FREEMAN GULCH SEG 3	5	B	•				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
US 395 - OLANCHA CARTAGO	8	B	•	•	•	•	\$ 134,872	\$ 12,856	\$ 64,549	\$ 12,856	\$ 57,467	\$ 134,872	\$ 12,856	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
APDE PROJECTS (ADVANCE PROJECT DEVELOPMENT ELEMENT)																			
NO APDE PROJECTS IDENTIFIED	9						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL FOR 2022 RTIP SUBMITTAL							\$ 352,701	\$ 87,872	\$ 66,509	\$ 132,120	\$ 154,072	\$ 352,701	\$ 68,036	\$ 34,714	\$ 28,479	\$ 591	\$ 500	\$ 500	\$ -

REGIONAL EQUITY ANALYSIS								
METRO VS COUNTYWIDE	AS OF 2020 STIP		CURRENT CUMMULATIVE		PROPOSED 2022 STIP		2022 CUMMULATIVE	
METROPOLITAN BAKERSFIELD	\$ 60,210	77%	\$ 211,356	56%	\$ 29,188	221%	\$ 240,544	62%
COUNTYWIDE NON-METRO	\$ 18,281	23%	\$ 165,539	44%	\$ (16,000)	-121%	\$ 149,539	38%
TOTALS	\$ 78,492	0%	\$ 376,895	100%	\$ 13,188	100%	\$ 390,083	100%

SHARE ESTIMATES	TOTAL	60%	40%
MINIMUM SHARE	\$13,879	\$8,327	\$5,552
MAXIMUM SHARE	\$23,852	\$14,311	\$9,541
APDE	\$0		

NOTE 1: THIS PHASE 2 CONNECTOR PROJECT AT SR 99 AND SR 58 WILL ADD AN AUXILIARY LANE AND RETAINER WALL TO THE SOUTHBOUND SR 99 LANE. \$30 MILLION WAS MOVED TO THE SR 46 PROJECT AS PART OF THE 2020 RTIP PROCESS. FOR THE 2022 RTIP, THIS PROJECT HAS BEEN SHELVED SUBJECT TO FURTHER DISCUSSION AND REVIEW WITH CALTRANS AND THE CITY OF BAKERSFIELD. HOWEVER, KERN COG STAFF INTENDS TO RESTORE AT LEAST \$30 MILLION FOR A CONSTRUCTION PHASE CONTRIBUTION TO THE SR 204 / HAGEMAN FLYOVER PROJECT. SEE NOTE 5.

NOTE 2: THE AB 3090 ALLOCATION PAYMENTS WERE APPROVED BY THE CTC ON OCTOBER 17, 2019. THIS PROJECT WILL CONTINUE FORWARD IN THE 2022 STIP. THIS PROJECT IS UNDER CONSTRUCTION.

NOTE 3: SR 46 WIDENING SEGMENT 4B IS NOW UNDER CONSTRUCTION. THIS PROJECT DOES NOT REQUIRE ADDITIONAL STIP FUNDING AND DOES NOT NEED TO MOVE FORWARD INTO THE 2022 RTIP.

NOTE 4: SR 46 WIDENING SEGMENT 4C WAS MADE WHOLE AS PART OF THE 2020 STIP. CONSTRUCTION IS PROGRAMMED IN 2022-23 AND REQUIRES TO ADVANCE INTO THE 2022 RTIP.

NOTE 5: SR 204 / HAGEMAN FLYOVER WAS ADDED WITH THE 2021 MID-CYCLE STIP AND INCLUDES BOTH STIP (\$2.688 MILLION) AND NON-STIP (\$2.565 MILLION) COVID FUNDING. Total COVID \$5.251 MILLION.

NOTE 6: SR 58 TRUCK CLIMBING LANES WAS ADDED WITH THE 2021 MID-CYCLE STIP AND INCLUDES BOTH STIP (\$2.272 MILLION) AND NON-STIP (\$1.456 MILLION) COVID FUNDING. Total COVID \$5.251 MILLION.

NOTE 7: SR 14 FREEMAN GULCH IS IN THE 2020 STIP AND PART OF THE MOU AGREEMENT. THIS PROJECT IS CURRENTLY SUSPENDED OR SHELVED DUE TO LACK OF CALTRANS 40% RTIP PARTICIPATION.

NOTE 8: US 395 OLANCHA CARTAGO IS AN EASTERN CALIFORNIA MOU PROJECT AND WAS FULLY FUNDED IN THE 2018 RTIP CYCLE. CONSTRUCTION IS EXPECTED TO ADVANCE THIS YEAR. THIS PROJECT SHOULD NOT NEED TO ADVANCE INTO THE 2022 RTIP. HOWEVER, IT WILL REMAIN IN THE CIP TO REFLECT KCOG CONTRIBUTIONS TO THE PROJECT.

NOTE 9: APDE OPTIONS ARE OUTLINED IN STIP GUIDELINES AND DEPENDENT ON OUTER YEAR CAPACITY. PROPOSED APDE ACTIVITY IS CONSIDERED AN ADVANCE OF FUTURE RIP SHARES.



November 3, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco, Regional Planner

SUBJECT: **TTAC AGENDA ITEM: VI.
CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM –
SUMMARY OF COMMENTS AND RESPONSES**

DESCRIPTION:

Twenty-eight CMAQ applications are under review. Kern COG and TTAC comments were circulated to respective applicants. A summary of comments and responses is being prepared and will be emailed to the TTAC under a separate cover.

DISCUSSION:

Background

Twenty-eight CMAQ applications were received for the 2021 CMAQ Call for Projects, requesting \$45.5 million in CMAQ funds. The CMAQ application summary and applications received were posted to the Kern COG website at <http://www.kerncog.org/category/docs/ftip/>. Kern COG staff has processed the submitted applications considering the following factors in the development of the proposed program of projects:

- A. Use of Kern COG CMAQ Policy and Procedures for technical analysis;
- B. Use of Federal Highway Administration CMAQ Program Guidance for eligibility criteria;
- C. Use of Air Resources Board's methodology to calculate emission reductions and cost-effectiveness;
- D. Programming all available federal funds estimated by Caltrans; and
- E. Leveraging other possible funds available from outside sources.

Project Analysis

After Kern COG review, staff comments were sent on October 12th to the respective applicant to request responses. Deadline for applicants to respond to comments was October 25, 2021. Kern COG staff will continue to work with project applicants if there are still responses in progress 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.

TTAC subcommittee comments were due October 8th. Comments were sent on October 12th to respective applicants to request responses. Deadline for applicants to respond to comments was October 25, 2021.

A summary of comments and responses is being prepared to provide clarification of submitted application and/or data revision and will be sent to the TTAC under separate cover.

Upcoming Activities/Dates

- Kern COG staff to transmit questionable applications for Caltrans eligibility review.
- Kern COG staff will not circulate the draft program of projects until after the TTAC subcommittee review of applications.
- Responses from the applicants will be discussed at the TTAC subcommittee review workshop scheduled for **November 10, 2021 at 10:00 AM** in the Kern COG Boardroom/Virtually.

ACTION: Information.

November 3, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco,
Regional Planner

SUBJECT: **TTAC AGENDA ITEM: VII.
PROJECT DELIVERY POLICY LETTERS – ATP, CMAQ, RSTP**

DESCRIPTION:

Per the “Kern COG Project Delivery Policies & Procedures Chapter 2: Implementation Procedures Overview,” project delivery letters are **due January 14, 2022** for Active Transportation Program (ATP), Congestion Mitigation Air Quality (CMAQ), and Regional Surface Transportation Program (RSTP) projects.

DISCUSSION:

The “Kern COG Project Delivery Policies & Procedures Chapter 2: Implementation Procedures Overview” was last updated at the April 15, 2021 Kern COG Board meeting. The Kern COG Project Delivery Policy states that projects in the current fiscal year need to be submitted for funding authorization by January 31st. If agencies plan to submit projects for funding authorization beyond January 31st, lead agencies are asked to submit a letter with a revised submittal schedule. The project delivery letters are due **January 14, 2022**. Enclosed is a sample project delivery letter and the latest project list dated October 22, 2021.

Attachments: Sample Project Delivery Policy Letter
October 22, 2021 FY 21/22 project list

ACTION: Information

[Date]

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

Re: [KER160507] 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 14th. Since [Lead Agency] does not plan to submit project [KER160507] by the end of January for funding authorization, the following is provided as [Lead Agency] response:

[insert project description]

- Funding program: [insert Congestion Mitigation and Air Quality, etc.]
- Total cost of project: [insert \$]
- Federal share of project: [insert \$]
- Reason for delay: [give cause/reason for delay]
- Revised submittal date: [insert date]

Should you have any questions, contact [name] at [phone] or [email].

Lead	PIN	Project No./ Grant No.	Description	Federal/ State PE	Federal/ State CON	Total	Note
Bakersfield	KER180403		California Ave from Union Ave to Washington St; rehabilitation	\$0	\$5,114,000	\$5,776,573	1
Bakersfield	KER180507		Signal Coordination Part 2: California between Mohawk St and Oak St; Stockdale Hwy between Coffee Rd and H St; Brundage Ln between Oak St and Hughes Ln; installation of Traffic Signal Interconnect / Synchronization	\$0	\$1,239,420	\$1,400,000	1
Bakersfield	KER191004		Bounded by 7th Standard Rd, Kern River Parkway and approx 6 miles Friant-Kern Canal; construct Class I multi-use path	\$0	\$7,753,358	\$8,200,000	1
Bakersfield	KER211002		Chester Avenue (4th Street to Brundage Lane)	\$0	\$210,000	\$791,000	1
Cal. City	KER180403	STPHIPL- 5399(030)	Hacienda Blvd from Cal City Blvd to Eucalyptus Ave; pavement rehabilitation	\$0	\$392,778	\$575,369	1
Cal. City	KER200502	CML- 5399(031)	Mendiburu Rd from Hacienda Blvd to Neuralia Rd; surface unpaved street	\$0	\$1,693,381	\$1,940,278	1
Delano	KER180403		Randolph St from 9th Ave to Garces Hwy and Clinton St from Cecil Ave to Garces Hwy and Cecil Ave from Ellington St to Albany St; pavement resurfacing and/or rehabilitation	\$0	\$707,999	\$799,730	1
KCOG	KER200401		In Kern County: Regional Traffic Count Program	\$0	\$79,677	\$90,000	1
KCOG	KER200501		In Kern County: CommuteKern Rideshare Program	\$0	\$222,148	\$250,930	1
Kern Co. (for Arvin)	KER180403	STPL- 5950(497)	Haven Dr from Meyer St to Derby St; resurfacing/rehabilitation	\$0	\$533,461	\$850,600	1
Kern Co. (for Arvin)	KER161010		Varsity Road Pedestrian and Bicycle Project [Note CTC approvals: \$7,000 PA&ED approved FY 20/21; \$112,000 PS&E approved 10/14/21; CON extended deadline to 6/30/22]	\$112,000	\$714,000	\$833,000	3, 1
Kern Co.	KER180403		Near Wasco: Scofield Ave from Merced Ave to Wasco City Limits (3.5 miles); road rehabilitation	\$0	\$3,243,416	\$3,663,635	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						

Lead	PIN	Project No./ Grant No.	Description	Federal/ State PE	Federal/ State CON	Total	Note
Kern Co.	KER191002		In Bakersfield: South Chester Ave, Ming Ave to Sandra Dr; pedestrian safety, accessibility, crossing improvements	\$0	\$1,591,000	\$1,797,000	1
Kern Co.	KER191003		In Lake Isabella: Walk Isabella - Lake Isabella Blvd and Erskine Creek Rd; pedestrian and cyclist safety and accessibility improvements [Note CTC approval: PS&E extended deadline to 6/30/22]	\$854,000	\$0	\$994,000	1
McFarland	KER200404	STPL- 5343(017)	2nd St from Westside Corner of Harlow Ave to California Ave; landscape and pedestrian improvements	\$0	\$395,969	\$447,271	1
Shafter	KER200405		Zerker Rd from North of the Friant Kern Canal to approximately 3,500 LF North; reconstruction	\$0	\$496,000	\$775,000	1
Shafter	KER180507		Santa Fe Way from Los Angeles Ave to Galpin St; Construct 8' shoulders on both sides of roadway	\$0	\$1,327,950	\$1,500,000	1
Taft	KER180403		10th St from A St to Pilgrim Ave (approx. 1,150 linear ft); rehabilitation	\$0	\$320,408	\$392,340	1
Tehachapi	KER200505	CML- 5184(038)	Pinon Street from Brandon Lane east to Dennison Road; pave an unpaved street and install class II bike lane	\$0	\$817,220	\$923,100	1
Tehachapi	KER211005		SRTS Dennison Road Bicycle / Pedestrian Corridor Improvement project [Note: PE and RW included]	\$345,000	\$0	\$345,000	1
Wasco	KER180403	STPHIPL- 5287(059)	Palm Ave from Jackson Ave to Gromer Ave at various locations; pavement rehabilitation	\$0	\$778,162	\$878,982	1
Wasco	KER180507	CML- 5287(058)	N. Palm Ave. between Margalo St. and Gromer Ave; pave shoulders, construct bicycle and pedestrian facilities	\$0	\$350,671	\$396,105	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						



VIII. TTAC

November 3, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Robert M. Snoddy,
Regional Planner

SUBJECT: **TTAC AGENDA ITEM: VIII.
PROJECT DELIVERY POLICY LETTERS – TDA Article 3**

DESCRIPTION:

Per the “Kern COG Project Delivery Policies & Procedures Chapter 2: Implementation Procedures Overview,” project delivery letters are **due January 14, 2022**, for Transportation Development Act (TDA) projects.

DISCUSSION:

The “Kern COG Project Delivery Policies & Procedures Chapter 2: Implementation Procedures Overview” was last updated on April 15, 2021, Kern COG Board meeting. The Kern COG Project Delivery Policy states that projects in the current fiscal year need to be submitted for funding reimbursement by January 31st. If agencies plan to submit projects for funding reimbursement beyond January 31st, lead agencies are asked to submit a letter with a revised submittal schedule. The project delivery letters are due **January 14, 2022**. Enclosed is a sample project delivery letter and the latest project list dated October 22, 2021.

Attachments: Sample Project Delivery Policy Letter
October 22, 2021, Updated FY 21/22 outstanding project list
FY 2021-22 Outstanding Project List by Priority

ACTION: Information

[Date]

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

Re: [insert MO#] Revised Submittal Schedule

Kern Council of Governments' Project Delivery Policy for local projects requires that agencies submit for funding reimbursement by the end of the month of January. If an agency does not plan to submit by end of January, then that agency sends a revised submittal schedule to Kern COG by January 14th. Since [Lead Agency] does not plan to submit project [insert MO#] by January for funding reimbursement, the following is provided as [Lead Agency] response:

[insert project description]

- Funding program: TDA Article 3
- Total cost of project: [insert \$]
- TDA share of project: [insert \$]
- Reason for delay: [give cause/reason for delay]
- Revised submittal date: [insert date]

Should you have any questions, contact [name] at [phone] or [email].

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	9/21/2017	MO#17-03	South "A" at Langford Pedestrian Improvements (I of III)	\$90,000	2	Project should be completed August 2022
Arvin	9/20/2018	MO#19-01	South "A" at Langford Pedestrian Improvements (II of III)	\$90,000	2	Project should be completed August 2022
Arvin	9/20/2018	MO#19-01	South "A" at Langford Pedestrian Improvements (III of III)	\$105,000	2	Project should be completed August 2022
Arvin total				\$285,000		
Bakersfield	8/20/2015	MO#15-04	Downtown Bicycle Parking	\$12,000	3	Complete Billed \$11,612 to kcoog 2/7/2017 Balance is \$0
Bakersfield	8/20/2015	MO#15-04	Countdown heads at 50 locations (II of III)	\$61,970	3	* See note below
Bakersfield	8/20/2015	MO#15-04	Brundage Lane Class III/"A"Street Class II	\$138,000	2	Contract awarded.Est. comp. September 2021
Bakersfield	9/15/2016	MO#16-05	SW bike lanes on Various Streets (III of III)	\$48,333	3	Complete billed to kcoog 7/1/2016 - balance is \$0
Bakersfield	9/15/2016	MO#16-05	Countdown heads at 50 locations (III of III)	\$61,970	3	*total \$123,940: Approved \$69,760 to projects: At time of 2018, appropriation \$54,180 was identified as reverts back to kcoog; billed \$20,773; TK201 & TK202 are fianalled; T8K201 & T8K202 are complete - final invoice pd. September 20, 2020
Bakersfield	9/15/2016	MO#16-05	Bakersfield College area Bikelanes (I of II)	\$85,811	1	Total \$107,450 All funds available in Design phase;
Bakersfield	9/21/2017	MO#17-03	Bakersfield College area Bikelanes (II of II)	\$21,639	1	project will be contracted out - est. comp. Dec. 2021
Bakersfield	9/21/2017	MO#17-03	Downtown Bicycle Parking	\$6,000	2	Billed \$2,072.38 on 7/25/2018; \$1,824 in FY 2019/20 balance. Bike parking- \$10,353.09 June 10, 2021 INV.
Bakersfield	9/21/2017	MO#17-03	Build-a-Bike Program	\$6,000	2	Billed \$3,175 6/27/2019
Bakersfield	9/21/2017	MO#17-03	Bikepath between Kern River Bikepath and 21st Street	\$39,980	3	Billed \$9,899 6/27/2019: Savings \$30,080 to Bikepath rehab AH to Paladino to Morning T9k228
Bakersfield	9/21/2017	MO#17-03	Bikepath rehab from Manor Street to Alfred Harrel Highway	\$102,589	2	All funds avaiable; City Streets division starting project Jan 2020
Bakersfield	9/21/2017	MO#17-03	Ped Improvements on Brundage from Oak to Pine and H to Chester (I of III)	\$17,195	2	Invoiced and pd. April 8, 2021
Bakersfield	9/20/2018	MO#19-01	Ped Improvements on Brundage from Oak to Pine and H to Chester (II of III)	\$48,103	1	\$65,298 All funds avaiable. Project in design.
Bakersfield	9/20/2018	MO#19-01	Downtown Bicycle Parking	\$12,000	1	Carried over to 2019-20-Invoiced June 10, 2021
Bakersfield	9/20/2018	MO#19-01	Build-a-Bike Program	\$8,000	2	Estimate comp. Aug. 2021
Bakersfield	9/20/2018	MO#19-01	Bikepath rehab from CALM to Paladino and Morning (Phase I of II)	\$78,377	3	\$3,175 still available
Bakersfield	9/20/2018	MO#19-01	Lights in Stockdale and Allen Road tunnel on Kern River Bikepath	\$42,656	3	\$108,417 project was complete in FY 2018/19. Included \$30,080 tranfer from T8k233. Billed to kcoog 6/27/201. balance \$0
Bakersfield	9/20/2018	MO#19-01	Ped improvements on L Street from Truxtun to 23rd Street (Phase I of II)	\$48,934	2	Project complete. Awaiting invoices
Bakersfield	9/19/2019	MO#19-03	Ped improvements on L Street from Truxtun to 23rd Street (Phase II of II)	\$48,931	2	Total \$95,865; \$95,815 available. Project in design.
Bakersfield	9/19/2019	MO#19-03	Downtown Bicycle Parking	\$2,000	1	Invoiced and pd. September 17, 2020
Bakersfield	9/19/2019	MO#19-03	Bike Education and Community Outreach	\$3,000	1	A total of \$16,854 available
Bakersfield	9/19/2019	MO#19-03	Pedestrian Countdown timers	\$43,209	2	All funds available.
Bakersfield	9/19/2019	MO#19-03	Beach Park to Manor KRP Rehab (Phase I)	\$100,000	1	Project completed and invoiced.April 8,2021
Bakersfield total				\$389,168		Not available untill FY 2020/21 when \$200k additional funding is added - August 2021
California City	9/20/2007	MO#07-03	Bike Safety Program	\$1,000	1	Undeliverable
California City	9/15/2016	MO#16-05	Sidewalk in-fill on Heather Ave (I of II)	\$48,567	3	\$15,600 pd. On November 6, 2020
California City	9/21/2017	MO#17-03	Sidewalk in-fill on Heather Ave (II of II)	\$33,614	3	\$64,224 pd. On February 22, 2021
California City	9/19/2019	MO#19-03	Sidewalkk Infill on Heather (I of II)	\$20,000	1	Confirmed project closed and paid- February 22, 2021
California City total				\$0		
Kern County						
Kern County	9/19/2019	MO-19-03	Bike Safety	\$8,000	3	KCOG needs to confirm invoices paid
Kern County	9/19/2019	MO-19-03	Bike Parking	\$12,000	3	KCOG needs to confirm invoices 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	
Kern County	9/19/2019	MO-19-03	Lake Ming/KR Golf Course Extension (I of III)	\$464,005	3	KCOG needs to confirm invoices paid
Kern County total				\$484,005		
Maricopa	9/15/2011	MO#11-01	Bike Safety Program	\$1,000	1	requested project update information - Jan 8, 2020
Maricopa total				\$0		
McFarland	9/15/2016	MO#16-05	Browning Road Bikelanes	\$20,250	3	Completed - need invoice
McFarland	9/15/2016	MO#16-05	Bicycle Safety	\$2,000	3	Partial billing of \$904.30 on July 27, 2018
McFarland	9/19/2019	MO#19-03	Bike Parking	\$3,000	1	
McFarland	9/19/2019	MO#19-03	Bike Safety Projgram	\$2,000	1	
McFarland	9/19/2019	MO#19-03	West Kern Ave and 6th Street Curbs (I of II)	\$20,000	1	Should be completed in September 2021
McFarland total				\$25,000		
Ridgecrest	9/21/2017	MO#17-03	Bowman Road Class I rehab and shade structure	\$125,000	3	
Ridgecrest total				\$125,000		
Taft	9/19/2013	MO#13-03	Bike Rack	\$1,000	1	
Taft	8/15/2016	MO#16-05	Bike Parking	\$3,000	1	
Taft	9/19/2019	MO#19-03	South 4th Street Pedestrian Improvements (I of II)	\$20,000	1	
Taft total				\$24,000		
Tehachapi	9/19/2019	MO#19-03	Bicycle Parking	\$3,000	3	Completed - need invoice
Tehachapi	9/19/2019	MO#19-03	Bicycle Safety Program	\$2,000	3	Completed - need invoice
Tehachapi total				\$5,000		
Wasco	9/15/2016	MO#16-05	Bike Safety Program	\$2,000	3	Completed - awaiting invoice
Wasco	9/21/2017	MO#17-03	Palm Avenue Bike and Pedestrian Improvements	\$25,000	3	Completed - and funded
Wasco	9/19/2019	MO#19-03	Bicycle Parking	\$3,000	1	Est. comp. August 2021
Wasco	9/19/2019	MO#19-03	Bicycle Safety Program	\$2,000	1	Est. comp. August 2021
Wasco total				\$5,000		
Current outstanding Article 3 project dollars unreported or uncompleted				\$1,342,173		

1st PRIORITY PROJECTS	PROJECT	COST
Bakersfield	Bike education	\$2,000
Bakersfield	Bike parking	\$3,000
County	Bike racks	\$9,000
County	Bike safety	\$12,000
Total		\$26,000
BICYCLE PROJECTS		
Bakersfield	Addition of a Class 1 bike path along County Dump Road between Fairfax Rd. and Paladion Drive	\$329,588
Total		\$329,588
PEDESTRAIAN PROJECTS		
California City	New sidewalks and curbs Hacienda BLVD	\$170,538
McFarland	Remove and replace non-ADA compliant curb ramps on Mast Ave to Woodruff Ave	\$156,158
Taft	South 4th Street Pedestrian Improvement Phase II	\$169,080
Tehachapi	Brentwood Drive curb/ramps sidewalks and ADA improvements	\$284,750
Wasco	Remove and replace non-ADA curb ramps and related pedestrian Improvement Phase II	\$156,831
Total		\$780,526
Regional total		\$1,292,945
total funds available		\$340,250



November 3, 2021

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Robert M. Snoddy,
Regional Planner

SUBJECT: **TTAC AGENDA ITEM: IX.
CONSOLIDATED TRANSPORTATION SERVICE AGENCY (CTSA) UPDATE**

DESCRIPTION:

On Monday, October 18, 2021, Golden Empire Transit District Announced that it was involved in discussions with North of the River Recreation and Park District (NOR) to operate the CTSA service for metro-Bakersfield.

DISCUSSION:

On March 18, 2021, NOR's Chief Executive Officer mailed a letter to Mr. Hakimi stating that due to rising operational expenses (and other issues), NOR would like Kern COG staff to prepare a request for proposal (RFP) to replace NOR as the contracted agency to operate the CTSA service for metro-Bakersfield. Kern COG staff prepared an RFP and published the RFP in June of 2021. To date, no organizations responded to the RFP. Subsequently, Kern COG staff contacted numerous non-profit and for-profit agencies throughout metro-Bakersfield and could not find an agency willing to operate the CTSA service.

On Monday, October 18, 2021, Chief Executive Officer Karen King from Golden Empire Transit District announced that her organization was in talks with NOR staff to assume the CTSA contract by July 1, 2022. Kern COG staff and NOR staff will assist GET staff in negotiations as required.

Action: Information.



X.
TTAC

November 3, 2021

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi
Executive Director

By: Linda Urata *LAU*
Regional Planner

SUBJECT: **TTAC AGENDA ITEM: X.
MEDIUM DUTY AND HEAVY DUTY ZERO EMISSION VEHICLE INFRASTRUCTURE BLUEPRINT**

DESCRIPTION:

To help meet more stringent air standards, Kern COG promotes and plans for accelerated deployment of alternative fuel vehicle technologies. Kern COG and its consultant Gladstein, Neandross and Associates are forming a temporary work group – the Kern Medium Duty and Heavy Duty (MD|HD) Zero Emission Vehicle Infrastructure (ZEV) Blueprint Informal Working Group.

DISCUSSION:

Kern COG partnered with Gladstein, Neandross and Associates (GNA) to submit a proposal to the California Energy Commission's (CEC's) GFO-20-601 "Blueprints for Medium- and Heavy-Duty Zero-Emission Vehicle Infrastructure" under the CEC's Clean Transportation Program. On July 14th, the CEC approved funding our project at \$199,929. By October 22nd, Kern COG completed contracting with the CEC and GNA and a Kick-Off Meeting was held on October 25, 2021.

The Kern EV Blueprint development will be guided by an Informal Working Group (IWG) which will be formed in November 2021. The IWG will meet six times between December 2021 and September 2022 via online and in-person meetings.

The objectives of this project are to support the deployment of successful MD/HD ZEV infrastructure through regional ZEV infrastructure planning. This planning will identify high-impact projects for prioritization, show how resources can be focused on these initiatives, and identify other needed actions, such as workforce development to enable the deployment of zero-emission trucks. Specifically, the project team will:

- Create and leverage an Informal Working Group comprised of diverse stakeholders.
- Develop a final list of high priority projects and implementation plans for each of those sites.
- Analyze available and future infrastructure technologies and document them in the Final Technology Analysis Report.
- Complete memoranda on additional project tasks (i.e. workforce development training, benefits to DACs, safety plans).
- Create Final Project Fact Sheet describing the project, actual benefits resulting from the project, and lessons learned from implementing the project.

- Produce the Final Blueprint which will include information and findings gathered in all the previous tasks

The final Kern MD|HD ZEVI Blueprint document will be taken to the Kern COG Board of Directors in December 2022 and the project will be completed by March 31, 2023. The Kern EV Blueprint will be established in a new Kern COG OWP Work Element 603.5.

Attachment: Kern MD | HD ZEVI Blueprint Presentation

ACTION: Information.



Kern MD | HD ZEVI Blueprint TTAC Meeting

November 3, 2021



California Energy Commission ARV-21-012





Agenda

Kern MD/HD Zero Emission Infrastructure Blueprint Plan

- i. Agreement Goal, Contract Objectives
- ii. Project Lead and Subcontractor
- iii. Tasks and Scope of Work
- iv. Schedule of products



Agreement Goal

- ▶ Encourage the deployment of successful MD/HD zero-emission vehicle infrastructure
- ▶ Produce a blueprint document that describes:
 - ▶ Major gaps in infrastructure for ZE trucks
 - ▶ Community needs
 - ▶ Available technology solutions
 - ▶ Infrastructure project plans necessary for progress
- ▶ Leverage expertise and networks to reduce barriers to tech for small fleets and consumers in DACs

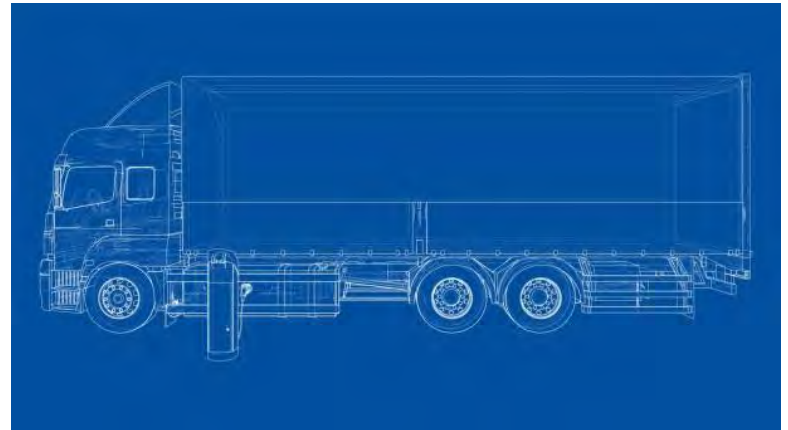
Contract Objectives

- ▶ Support deployment of MD/HD ZEV infrastructure through regional ZEV planning
- ▶ Identify priority projects
- ▶ Resource planning
- ▶ Other actions, such as work force development



Contract Objectives

- ▶ Informal Working Group of diverse stakeholders
- ▶ Final list of high priority projects and implementation plans
- ▶ Final Technology Analysis Report
- ▶ Memoranda on additional project tasks
- ▶ Final Project Fact Sheet
- ▶ Final Blueprint





Kern COG: Project Lead

Key Staff: Linda Urata

Rob Ball

Angelica Banuelos



GNA: Subcontractor – Project Management

Key Staff: Karen Mann

Mark Conolly

Christian Hosler

Anne Kim





Scope of Work

#	Task	Timeframe
1	Administration	10/2021 – 01/2023
2	Stakeholder Engagement	11/2021 – 08/2022
3	Conduct Site Analysis and Develop Implementation Plan	11/2021 – 06/2022
4	Technology Analysis	11/2021 – 07/2022
5	Additional Research for Blueprint Plan	11/2021 – 07/2022
6	Project Fact Sheet	08/2022 – 12/2022
7	Blueprint	07/2022 – 12/2022



Schedule of Products

Task 1 Administration		
1.1	Schedule of Products	10/2021
	List of Match Funds	10/2021
	List of Permits	10/2021
1.2	CPR Report	04/2022
1.3	Written documentation of meeting agreements	01/2023
	Schedule for completing closeout activities	01/2023
1.4	Monthly Progress Reports	Monthly
1.5	Final Report Outline	07/2022
	Draft Final Report	08/2022
	Final Report	12/2022
1.6	Letter documenting that no match funds are provided	10/2021
1.7	Letter documenting that no permits are required	10/2021
1.8	Executed subcontract	10/2021



Schedule of Products

Task 2 Stakeholder Engagement		
2.0	Stakeholder Engagement Plan Schedule	11/2021
	Listing of Informal Working Group Members	11/2021
	Educational materials and presentations	8/2022
	Summaries from stakeholder engagement meetings and listening sessions	8/2022
	Memorandum on Findings from stakeholder engagement meetings	8/2022

Task 3 Conduct Site Analysis And Develop Implementation Plan		
3.1	List of Criteria – (Infrastructure Sites)	12/2021
	List of High Priority Projects	02/2022
	CPR Report	04/2022
3.2	Documentation used in site analysis	06/2022
	Vehicle usage/infrastructure usage projections	06/2022
	Optimization analysis for priority projects	06/2022
	Cost estimates for priority projects	06/2022
	Final list of quantitative goals and timelines for installation and implementation	06/2022
	Implementation Plan(s)	06/2022



Schedule of Products

Task 4 Technology Analysis		
4.0	Technology Analysis Report	07/2022
Task 5 Additional Research for Blueprint Plan		
5.0	Memorandum on Actions taken by Local Jurisdictions and Results	07/2022
	Memorandum on Safety Plan for Hydrogen Infrastructure for Local Jurisdictions	07/2022
	Memorandum of Identified Tools/Data to Improve Infrastructure Planning Activities	07/2022
	Memorandum on How Other Regional Governments Can Replicate the Blueprint	07/2022
	Outreach Strategy Memorandum	07/2022
	Workforce Development Strategy Memorandum for	07/2022
	Memorandum of Future Job Types Created	07/2022
	Memorandum on GHG and Other Air Toxins Reduction Goals	07/2022
	Memorandum on Benefits to DACs, Low-income Communities, and Other At-risk Communities	07/2022



Schedule of Products

Task 6 Project Fact Sheet

	Initial Project Fact Sheet	08/2022
6.0	Final Project Fact Sheet	12/2022
	A minimum of (6) High Quality Digital Photographs	12/2022

Task 7 Blueprint

	Outline of Blueprint	07/2022
7.0	Draft Blueprint	08/2022
	Final Blueprint	12/2022



XI. TTAC

November 3, 2021

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Angelica Banuelos,
Administrative Assistant

SUBJECT: **TTAC AGENDA ITEM: XI.
FY 2018-19 TDA PUBLIC TRANSIT CLAIM – CITY OF MCFARLAND
FY 2018-19 TDA STREETS & ROADS CLAIM – CITY OF MCFARLAND**

DESCRIPTION:

According to California Public Utilities Code Section 99260 et seq., and Kern COG TDA Rules and Regulations, eligible organizations may submit a claim for the purpose of supporting public transit systems and streets and roads. City of McFarland submitted a TDA transit claim and Streets & Roads claim for FY 2018-19 which totals \$697,453.

DISCUSSION:

Kern COG staff has received and reviewed the following TDA Transit and Streets & Roads claims by the October 22, 2021, TTAC agenda deadline:

<u>Claimants</u>	<u>LTF</u>	<u>STAF</u>	<u>TOTAL</u>
FY 2018-19 Public Transit City of McFarland	\$218,185	\$96,969	\$315,154
FY 2018-19 Streets & Roads City of McFarland	\$382,299	\$0	\$382,299
<hr/>			
Regional Claims Total	\$600,484	\$96,969	\$697,453

These claims have 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 approval.

Action: Review TDA Public Transit Claim and Streets & Roads Claim for City of McFarland for FY 2018-19 and recommend approval to the Transportation Planning Policy Committee. **ROLL CALL VOTE.**



November 22, 2021

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI, EXECUTIVE DIRECTOR

SUBJECT: MEETING CANCELLATION NOTICE

The meeting of the Transportation Technical Advisory Committee (TTAC) scheduled for Wednesday, December 1, 2021, has been cancelled.

The next regularly scheduled meeting will be Wednesday, January 5, 2022. Agenda materials will be mailed approximately one week prior to the meeting.

Thank you.