

**KERN COG  
Upcoming  
Public Workshop**

**CALIFORNIA PUBLIC UTILITIES  
COMMISSION (CPUC)  
INTRODUCTORY PRESENTATION BY  
CODY NAYLOR**

- **CPUC Overview**
- **CPUC Services for Local Governments**
- **Discussion on Transportation Network Companies**
- **Tips on Telecommunications Fraud Prevention**
- **Questions?**

**Thursday, February 18, 2016  
6:00-6:20 PM**

*Kern Council of Governments  
1401 19<sup>th</sup> Street, Suite 300  
Bakersfield California*

**AGENDA  
KERN COUNCIL OF GOVERNMENTS  
TRANSPORTATION PLANNING POLICY COMMITTEE**

**KERN COG CONFERENCE ROOM  
1401 19TH STREET, THIRD FLOOR  
BAKERSFIELD, CALIFORNIA  
WEB SITE: [www.kerncog.org](http://www.kerncog.org)**

**THURSDAY  
FEBRUARY 18, 2016  
6:30 P.M.**

**6:00 P.M. WORKSHOP: CALIFORNIA PUBLIC UTILITIES COMMISSION (CPUC) BY CODY NALOR**

**DISCLAIMER:** This agenda includes the proposed actions and activities, with respect to each agenda item, as of the date of posting. As such, it does not preclude the Committee from taking other actions on items on the agenda, which are different or in addition to those recommended.

- I. PLEDGE OF ALLEGIANCE:**
- II. ROLL CALL:** Flores, B. Smith, Wood, Pascual, Wilke, Cantu, Mower, Prout, Krier, P. Smith, Wegman, Couch, Scrivner, Kiernan, Miller, Parra
- III. 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, WITH THE AUTHORITY OF THE CHAIR TO EXTEND THE TIME LIMIT AS DEEMED APPROPRIATE FOR CONDUCTING THE MEETING. 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 Planning Policy Committee may request assistance at 1401 19th Street Suite 300; Bakersfield CA 93301 or by calling (661) 861-2191. Every effort will be made to reasonably accommodate individuals with disabilities by making meeting materials available in alternative formats. Requests for assistance should be made at least three (3) working days in advance whenever possible.

- IV. CONSENT AGENDA/OPPORTUNITY FOR PUBLIC COMMENT:** All items on the consent agenda are considered to be routine and non-controversial by Kern COG staff and will be approved by one motion if no member of the Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken. **ROLL CALL VOTE.**

- A. Approval of Minutes – January 21, 2016**
- B. Response to Public Comments (None)**
- C. FY 2015-16 TDA Public Transit Claim – City of Ridgecrest for \$759,897 (Snoddy)**

Comment: FY 2015-16 Transportation Development Act Public Transit claim for the City of Ridgecrest for \$759,897. The Transportation Technical Advisory Committee has reviewed this item.

Action: Approve FY 2015-16 TDA Public Transit Claim for the City of Ridgecrest for \$759,897 and authorize Chair to sign Resolution No. 16-09. **ROLL CALL VOTE.**

**D. FY 2015-16 TDA Streets and Roads Claim – City of Ridgecrest for \$575,000 (Snoddy)**

Comment: FY 2015-16 Transportation Development Act Streets and Roads claim for the City of Ridgecrest for \$575,000. The Transportation Technical Advisory Committee has reviewed this item.

Action: Approve FY 2015-16 TDA Streets and Roads Claim for the City of Ridgecrest for \$575,000 and authorize Chair to sign Resolution No. 16-10. ROLL CALL VOTE.

**E. SB 375 Greenhouse Gas Reduction Target Setting Timeline (Ball)**

Comment: Draft revised targets for the Kern region to reduce greenhouse gas emissions (GHG) from passenger vehicle travel are scheduled for California Air Resources Board approval by late 2016. The Transportation Technical Advisory Committee has reviewed this item.

Action: Information.

**F. Project Delivery Letters – ATP, CMAQ, RSTP and Transit (Pacheco)**

Comment: Presentation of project delivery letters for Active Transportation Program (ATP), Congestion Mitigation Air Quality (CMAQ) Program, Regional Surface Transportation Program (RSTP), and Transit projects. 17 projects have not yet been submitted for funding authorization representing a total of about \$10.4 million in federal programming. The Transportation Technical Advisory Committee has reviewed this item.

Action: Information.

**G. Regional Surface Transportation Program (RSTP) – Final Program of Projects (Pacheco)**

Comment: The Final RSTP Program of Projects includes \$20.5 million for member agency projects. The Transportation Technical Advisory Committee (TTAC) has reviewed this item.

Action: Approve the Final RSTP Program of Projects. VOICE VOTE.

**H. Congestion Mitigation Air Quality (CMAQ) - Workshop #2 Follow-up (Pacheco)**

Comment: Transportation Technical Advisory Committee members reviewed the City of Shafter's CMAQ applications provided at the December 14, 2015 CMAQ Workshop and participated in CMAQ Workshop #2 on January 11, 2016 as part of the peer review process. The Transportation Technical Advisory Committee has reviewed this item.

Action: Information.

**I. Transportation Development Act Article 3 (TDA-3) Program Bicycle and Pedestrian Safety Education Funding Limits Change (Smith)**

Comment: A request from a COG board member has been received to raise the funding limits for the bicycle and pedestrian safety program element of the TDA-3 program. The Transportation Technical Advisory Committee has reviewed this item.

Action: Approve the TDA-3 application instructions proposed changes. VOICE VOTE.

**J. Environmental and Social Equity Roundtable (Napier)**

Comment: The Environmental and Social Equity Roundtable was reactivated to begin the Regional Transportation Plan (RTP) process for the 2018 RTP. This item was reviewed by the Regional Planning Advisory Committee on February 3, 2016.

Action: Information.

**K. CEQA Guidelines Update (Napier)**

Comment: Senate Bill 743 was signed by Governor Brown on September 27, 2013. The legislation required that the Governor's Office of Planning and Research (OPR) amend the California Environmental Quality Act (CEQA) Guidelines to provide an alternative to delay-based level of service (LOS) for evaluating transportation impacts. This item was reviewed by the Regional Advisory Committee on February 3, 2016.

Action: Information.

**L. Sustainable Communities Strategies and Conservation (Napier)**

Comment: The Nature Conservancy published a document entitled "Sustainable Communities Strategies and Conservation" in January 2016. This item was reviewed by the Regional Planning Advisory Committee on February 3, 2016.

Action: Information.

**M. State Route 58 – Beale-Bena Truck Climbing Lanes – Request for Regional Participation (Stramaglia)**

Comment: Caltrans has requested regional participation to anticipate future delivery of a proposed State Highway 58 Truck Climbing Lanes project between Tehachapi area and metropolitan Bakersfield. The Transportation Technical Advisory Committee has reviewed this item.

Action: Information.

**N. Congestion Mitigation Air Quality (CMAQ) – Contingency Project Policy (Stramaglia)**

Comment: Kern COG staff is proposing to add up to \$7 million of contingency CMAQ programming in FFY 18-19 in the event that projects for FFY 16-17 and 17-18 are not delivered. The Transportation Technical Advisory Committee has reviewed this item.

Action: Information.

**O. 2018 Regional Transportation Plan – Table 5.1 Constrained Capital Improvement Program (Stramaglia)**

Comment: The 2018 Regional Transportation Plan update has been initiated by Kern COG and the Capital Improvement Program of financially constrained projects is an integral element of this update. The Transportation Technical Advisory Committee has reviewed this item.

Action: Approve Table 5.1 as reflected in Attachment "A" and direct Kern COG staff to incorporate Table 5.1 into the 2018 Regional Transportation Plan. VOICE VOTE.

**P. 2018 Regional Transportation Plan – Table 5.2 Unconstrained Capital Improvement Program (Stramaglia)**

Comment: The 2018 Regional Transportation Plan update has been initiated by Kern COG and the Capital Improvement Program of unfunded projects is an integral element of this update. The Transportation Technical Advisory Committee has reviewed this item.

Action: Approve Table 5.2 as reflected in Attachment "A" and direct staff to incorporate Table 5.2 into the 2018 Regional Transportation Plan. VOICE VOTE.

**Q. Draft Regional Transportation Monitoring System Program Update (Flickinger)**

Comment: Kern COG is updating the Regional Traffic Count Program to include bicycle and pedestrian counts locations. The Regional Planning Advisory Committee has reviewed this item.

Action: Information.

**\*\*\* END CONSENT CALENDAR - ROLL CALL VOTE \*\*\***

**V. 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) - REVISION (Stramaglia)**

Comment: The 2016 Fund Estimate was revised at the January 10, 2016 California Transportation Commission (CTC) meeting requiring regions to deprogram projects in the 2014 State Transportation Improvement Program. The Transportation Technical Advisory Committee has reviewed this item.

Action: Approve Attachment "A" and direct staff to submit the revised 2016 Regional Transportation Improvement Program Capital Improvement Program to the CTC by February 26, 2016. VOICE VOTE.

**VI. BOARD MEMBER'S MEETING REPORTS: (None)**

**VII. CALTRANS' REPORT:** (Report on Projects in Progress)

**VIII. EXECUTIVE DIRECTOR'S REPORT:** (Report on Projects and Programs in Progress)

**IX. MEMBER STATEMENTS:** On their own initiative, Council members may make a brief announcement or a brief report on their own activities. In addition, Council members may ask a question of staff or the public for clarification on any matter, provide a reference to staff or other resources for factual information, or request staff to report back to the Council at a later meeting concerning any matter. Furthermore, the Council, or any member thereof, may take action to direct staff to place a matter of business on a future agenda.

**X. ADJOURNMENT**

KERN COUNCIL OF GOVERNMENTS  
TRANSPORTATION PLANNING POLICY COMMITTEE

Minutes of Meeting of January 21, 2016

KERN COG CONFERENCE ROOM  
BAKERSFIELD, CALIFORNIA

JANUARY 21, 2016  
6:30 P.M.

The meeting was called to order by Chair Jennifer Wood at approximately 6:30 p.m.

**I. PLEDGE OF ALLEGIANCE:**

Chair welcomed Council Member Mower, the new Representative from Ridgecrest, and also retired Congressman Thomas for being here tonight.

**II. ROLL CALL:**

**Members Present:** Flores, B. Smith, Wood, Pascual, Mower, Prout, Krier, P. Smith, Wegman, Couch, Scrivner, Parra, Miller, Kiernan

**Members Absent:** Wilke, Cantu,

**Alternates:** None

**Others:** 10

**Staff:** Hakimi, Collins, Ball, Phipps, Stramaglia, Pacheco, Snoddy, Invina, Urata, Jones, Banuelos and Hall

**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, WITH THE AUTHORITY OF THE CHAIR TO EXTEND THE TIME LIMIT AS DEEMED APPROPRIATE FOR CONDUCTING THE MEETING. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD PRIOR TO MAKING A PRESENTATION.** None heard.

**IV. CONSENT AGENDA/OPPORTUNITY FOR PUBLIC COMMENT:** All items on the consent agenda are considered to be routine and non-controversial by Kern COG staff and will be approved by one motion if no member of the Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken. **ROLL CALL VOTE.**

- A. Approval of Minutes – November 19, 2015
- B. Response to Public Comments (None)
- C. FY 2015-16 TDA Public Transit Claim – City of Shafter for \$176.677
- D. FY 2015-16 TDA Streets and Roads Claim – City of Shafter for \$672.973
- E. FY 2015-16 Public Transit Claim – City of Tehachapi for \$186.356
- F. FY 2015-16 Kern Region Low Carbon Transit Operators Program (LCTOP) Call for Projects for \$919,042
- G. Project Accountability Team Report
- H. Regional Surface Transportation Program (RSTP) – Draft Program of Projects
- I. Congestion Mitigation Air Quality (CMAQ) – Workshop Follow-up
- J. Progress Report: Projects of Regional Significance – January 2016
- K. 2018 Regional Transportation Plan (RTP) – Draft Table 5.1 Constrained Capital Improvement Program
- L. 2018 Regional Transportation Plan (RTP)– Draft Table 5.2 Unconstrained Capital Improvement Program
- M. Technical Assistance Memorandum of Agreement with the City of McFarland
- N. Fund Transfer Agreement – STIP Planning, Programming & Monitoring (PPM)
- O. Resolution Approving the Participation and Allocation of Funding for Staffing the Affordable Housing and Sustainable Communities Technical Assistance Pilot Program Awarded by the California Strategic Growth Council to the San Joaquin Council of Governments on behalf of the Valley Metropolitan Planning Organizations and Partners

**\*\*\* END CONSENT CALENDAR\*\*\***

MOTION BY DIRECTOR P. SMITH, second by Director Couch, TO APPROVE THE CONSENT CALENDAR INCLUDING ADDENDUM ITEM IV. O. Motion carried with a roll call vote.

**V. 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AMENDMENT NO. 15**

Ms. Pacheco stated an amendment has been processed that includes revisions to the Safety Program, Regional Surface Transportation Program, Transit Program, and Non-motorized Program. The amendment documentation is available on the Kern COG website. The public review period began January 8<sup>th</sup> and ends January 22<sup>nd</sup>. One correction is needed for the Non-motorized Program project to make it consistent with the Active Transportation Program project list that was approved at today's California Transportation Commission meeting. The correction will be submitted as part of the summary of comments for the amendment. The Kern COG Executive Director will consider approval of the amendment on January 25<sup>th</sup>. State and federal approval is required. At this time, she asked that the Chair please open the public hearing, allow for public comment, and then close the public hearing.

Chair opened public hearing, no comments heard, Chair closed public hearing.

**VI. PROJECT DELIVERY POLICY LETTERS – ATP, CMAQ, RSTP AND TRANSIT**

Ms. Pacheco stated that the Kern COG Project Delivery Policy states that projects in the current fiscal year need to be submitted for funding authorization by January 31<sup>st</sup>. If agencies plan to submit projects for funding authorization beyond January 31<sup>st</sup>, lead agencies are asked to submit a letter with a revised submittal schedule, those letters were due by January 15, 2016. A revised project list and letters received to date are provided in your folders. This item is for information only

**VII. 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)**

Mr. Stramaglia stated that this item is going to include a speaker – Mr. Steven Keck from Caltrans will give us a presentation. Before that he wanted to say that today the California Transportation Commission (CTC) approved a negative revised 2016 Fund Estimate for revenue that finances capacity increasing transportation projects of regional significance. New funding for the next five years is non-existent and programming in the current 2014 State Transportation Improvement Program (STIP) will have to be reduced by approximately \$750 million statewide. Instead of re-spreading or deferral we are having to pull projects. Therefore, our regionally adopted 2016 RTIP Capital Improvement Program will be revisited in the month of February and this Board will be asked to approve a revised Capital Improvement Program in which projects that are not yet delivered are deleted from the current 2014 STIP. The Kern COG staff recommendation in February will be consistent with the established regional priorities that are a part of that original project list that was presented to this Board.. Based on the estimated deprogramming need of \$750 million statewide, it is expected that Kern COG will be asked to deprogram approximately \$15 million based on the status of the project and the priorities adopted by the Commission. Commission staff will do the work, staff will review it and decide if we agree with or not. Based on our region's priorities and the state's inability to finance the 2016 STIP we expect to see a deprogramming of at least two projects including 1) US 395 Orland Cartago which is our partnership project with our neighbors to the north as well as 2) SR 14 Freeman Gulch Segment 1 also ready for construction, the total of those two projects is approximately \$22 million. The remaining two projects on the Capital Improvement Program include SR 58 Centennial Corridor and SR 46 could be and are likely to be subject to additional delay and future deprogramming should the STIP continue to be void of a revenue stream. There is not enough revenue to deliver projects even now in this state fiscal year and into next year. Mr. Keck will be helping us to understand why that is. While the current circumstances surrounding the 2016 RTIP process suggest that a portion of our program is at risk, the reality is that our entire program is at risk of being lost, including \$350 million plus of other funding that is associated with those STIP dollars that are slated to be invested with the state's revenue to deliver all of these projects. Mr. Keck's presentation is in your folders so you can follow along and this is an information item only.

Mr. Steven Keck said that he is the Chief Budget Officer for Caltrans so transportation revenues is his game and that makes him a very unpopular person right now. Unfortunately the message that he is giving tonight is not very rosy. He gave a PowerPoint presentation to show the Board how we got to where we are today. (His presentation as well as Mr. Stramaglia's are included with these minutes.) Congressman Thomas shared some thoughts and Mr. Craig Pope, Kern County Road Commissioner, also spoke to help explain to the Board this problem.

#### **VIII. KERN COG PARTICIPATION IN KERN4HMF COALITION (ITEM IV. O. ADDENDUM)**

Mr. Ball stated that Kern COG's participation in the Kern4HMF Coalition is an action item requesting direction to staff as well as the Chair to sign a support letter. Last Thursday, Kern COG staff received a request for Kern COG to sign a coalition letter supporting the siting of the High Speed Rail (HSR) Heavy Maintenance Facility (HMF) in Kern. This is the control center for the new proposed facility, also a request for staff to support the effort of this Kern4HMF group. The HMF has the potential for 1,500 permanent jobs and over \$25 million per year in tax revenue for the region. Kern has 3 HMF sites under consideration by the HSR Authority, one is in Wasco and two are in Shafter. The group has strong evidence that Kern sites are by far the best sites in the state based on technical merit, but the other sites more proactive in their marketing could be selected. The action is to 1) Authorize Chair to sign the letter of support for siting the HMF in Kern; 2) Direct staff to assist the Kern4HMF coalition in winning the HMF for Kern; and 3) Authorize Kern COG's logo to be included on the Kern4HMF website and letterhead. Director Scrivner said how important this is to bring jobs to the city and county. Director Prout said that all the cities will benefit if this comes about and there is no reason that they shouldn't consider this area for a maintenance station. It would bring in a great deal of change for the economics. We need to take advantage of the jobs and the technology that's going to be involved in this project. It is most important that we have the support of all the cities before it goes before the Authority. Director Bob Smith asked what the timeline is on this. Mr. Ball said that the first one is a possible presentation of a selection criteria at the next HSR board meeting in February. Then by the end of April there would be a release of an analysis that would have a preferred HMF location that would be incorporated into an environmental document that would go out for public review and that document is scheduled to be completed by September. Then the final decision for the HMF would not occur until after September.

MOTION BY DIRECTOR PHIL SMITH, second by Director Scrivner, to 1) Authorize Chair to sign the letter of support for siting the HMF in Kern; 2) Direct staff to assist the Kern4HMF coalition in winning the HMF for Kern; and 3) Authorize Kern COG's logo to be included on the Kern4HMF website and letterhead. MOTION CARRIED WITH A VOICE VOTE.

#### **IX. BOARD MEMBERS MEETING REPORTS (None)**

#### **X. CALTRANS' REPORT: (Report on Projects in Progress)**

Ms. Miller stated that you've heard a lot tonight on what may not happen but I'm reporting on what is happening. The first is the Lost Hills Lane replacement between Loreda overcrossing and SR 5/46 separation. The north bound traffic switch was put into place, concrete removal and road excavation has been completed as well as sub-grade compaction. This is 45% complete with it finished June of 2017. The Bakersfield Bridge Preventative Maintenance on SR 204 between SR 99 and SR 178. It is in winter suspension and will resume in early spring and completed fall 2017. The Sunny Lane Pedestrian Overcrossing on SR 178, the freeway may be closed during the night hours , it is 80% complete and should be finished in March. The East Bound Sand Canyon Bridge on SR 58 is a bridge replacement near Tehachapi. Off-ramps are closed and will remain closed until project is complete which should be in June. She said that Caltrans publication The Mile Marker is out and you will find it in your folders.

#### **XI. EXECUTIVE DIRECTOR'S REPORT:**

Mr. Hakimi stated that we needed a new Federal Transportation bill, the President signed a new one in December called Fast Act was passed and we now have Federal funding for the next five fiscal years – handouts are in your folders. Today the CTC approved \$1.6 million in Active Transportation Program allocation votes for two City of Tehachapi projects and two County of Kern projects.

The Kern County projects are Highland Elementary Pedestrian Improvements of \$275,000 and the Stiern Middle School Pedestrian Improvements of \$125,000. The Tehachapi projects are Valley Boulevard Bikeway Facilities Project of \$1,156,000 and the Safe Routes to School Project for Right-of-way of \$50,000.

For those of you who travel in metropolitan Bakersfield, both incorporated and unincorporated you may have seen some improvements around GET bus stops. This is being funded mostly by GET transit funds and there are lots of positive feedback on them. The County of Kern and the City of Bakersfield have partnered together with GET to make improvements around the bus stops.

**XII. MEMBER STATEMENTS:** On their own initiative, Council members may make a brief announcement or a brief report on their own activities. In addition, Council members may ask a question of staff or the public for clarification on any matter, provide a reference to staff or other resources for factual information, or request staff to report back to the Council at a later meeting concerning any matter. Furthermore, the Council, or any member thereof, may take action to direct staff to place a matter of business on a future agenda.

Director Scrivner wanted to thank Mr. Hakimi and his staff as Mayor Wood and himself have been working with Caltrans and Mr. Pope to find a solution for the California City Blvd. connection to the Edwards Air Force Base (AFB) interchange on SR 58 which is a left turn across four lanes of highway. There is a Defense Access Road Program that Mr. Hakimi identified and we met with General Schaefer at the AFB and COG staff put together the application to help the AFB to submit for this interchange. He wanted to thank Mr. Hakimi for taking the initiative and hopefully will hear some good news soon.

Mayor Wood said she was so impressed with the reports she got back from the AFB on the meetings. She so appreciates staffs efforts, it's a win-win for the area and for the future.

**XIII. ADJOURNMENT:** There being no further business the meeting adjourned at approximately 7:40 p.m.

Respectfully submitted,

\_\_\_\_\_  
Ahron Hakimi, Executive Director

ATTEST:

\_\_\_\_\_  
Jennifer Wood, Chair

DATE: \_\_\_\_\_

# WHAT IS AT RISK?

Today, the California Transportation Commission approved a negative revised 2016 Fund Estimate for revenue that finances capacity increasing transportation projects of regional significance. New funding for the next 5 years is non-existent and programming in the current 2014 State Transportation Improvement will have to reduce by \$750,000,000 statewide.

Our regionally adopted 2016 Regional Transportation Improvement Program will be revisited in the month of February and this Board will be asked to approve a revised Capital Improvement Program in which projects that are not yet delivered are deleted from the current 2014 State Transportation Improvement Program. The Kern COG staff recommendation will follow the established regional priorities that are part of the original project list.

Based on the estimated deprogramming need of \$750,000,000, it is expected that Kern COG will be asked to deprogram at least \$15,000,000 or more based on the status of the project and the priorities adopted by the Commission. Based on the region's priorities and the state's inability to finance the 2016 State Transportation Program, we expect to see a deprogramming of at least two projects: 1) US 395 Olancha Cartago, and 2) SR 14 Freeman Gulch Segment 1 for a total of \$22 M. The remaining two project on SR 58 and SR 46 will be subject to additional delay and future deprogramming should the State Transportation Improvement Program continue to be void of a revenue stream. There is not enough revenue to deliver projects in this fiscal year and next year.

PROJECT DESCRIPTION	PRIORITY	PROJECT TOTAL	KCOG 2016 RTIP RIP TOTAL	SUMMARY OF ALL FUNDING SOURCES				KCOG RTIP CIP - RIP ONLY			
				IIP	RIP	OTHER	TOTAL	PRIOR YEAR	2016 RTIP CARRY-OVER		
									2016-17	2017-18	2018-19
<b>Projects below this line are considered carry-over from the 2014 STIP into the 2016 RTIP.</b>											
SR 58 – CENTENNIAL CORRIDOR	1	\$ 237,684	\$ 33,001		\$ 33,001	\$ 204,683	\$ 237,684	\$ -		\$ 33,001	
SR 46 - WIDENING SEGMENT 4A	2	\$ 28,353	\$ 4,100	\$ 400	\$ 4,100	\$ 23,853	\$ 28,353	\$ -	\$ 4,100		
SR 14 - FREEMAN GULCH 1	3	\$ 31,088	\$ 12,435	\$ 12,435	\$ 18,653		\$ 31,088	\$ -	\$ 12,435		
SR 14 - FREEMAN GULCH 2	4	\$ 10,860	\$ -	\$ 4,344	\$ 6,516		\$ 10,860	\$ -			
US 395 - OLANCHA CARTAGO MOU <sup>8</sup>	6	\$ 93,500	\$ 9,350	\$ 37,400	\$ 56,100		\$ 93,500	\$ -	\$ 500	\$ 8,850	
<b>Grand total for 2016 RTIP SUBMITTAL</b>		<b>\$409,866</b>	<b>\$ 59,683</b>	<b>\$54,579</b>	<b>\$124,372</b>	<b>\$230,915</b>	<b>\$409,866</b>	<b>\$ 5,504</b>	<b>\$ 17,334</b>	<b>\$ 33,300</b>	<b>\$ 9,049</b>

While the current circumstances surrounding the 2016 RTIP process suggest that a portion of our program is at risk the reality is that our entire program is at risk of being lost including the \$350,183,000 of other funding that is slated to be invested with the state's revenues.

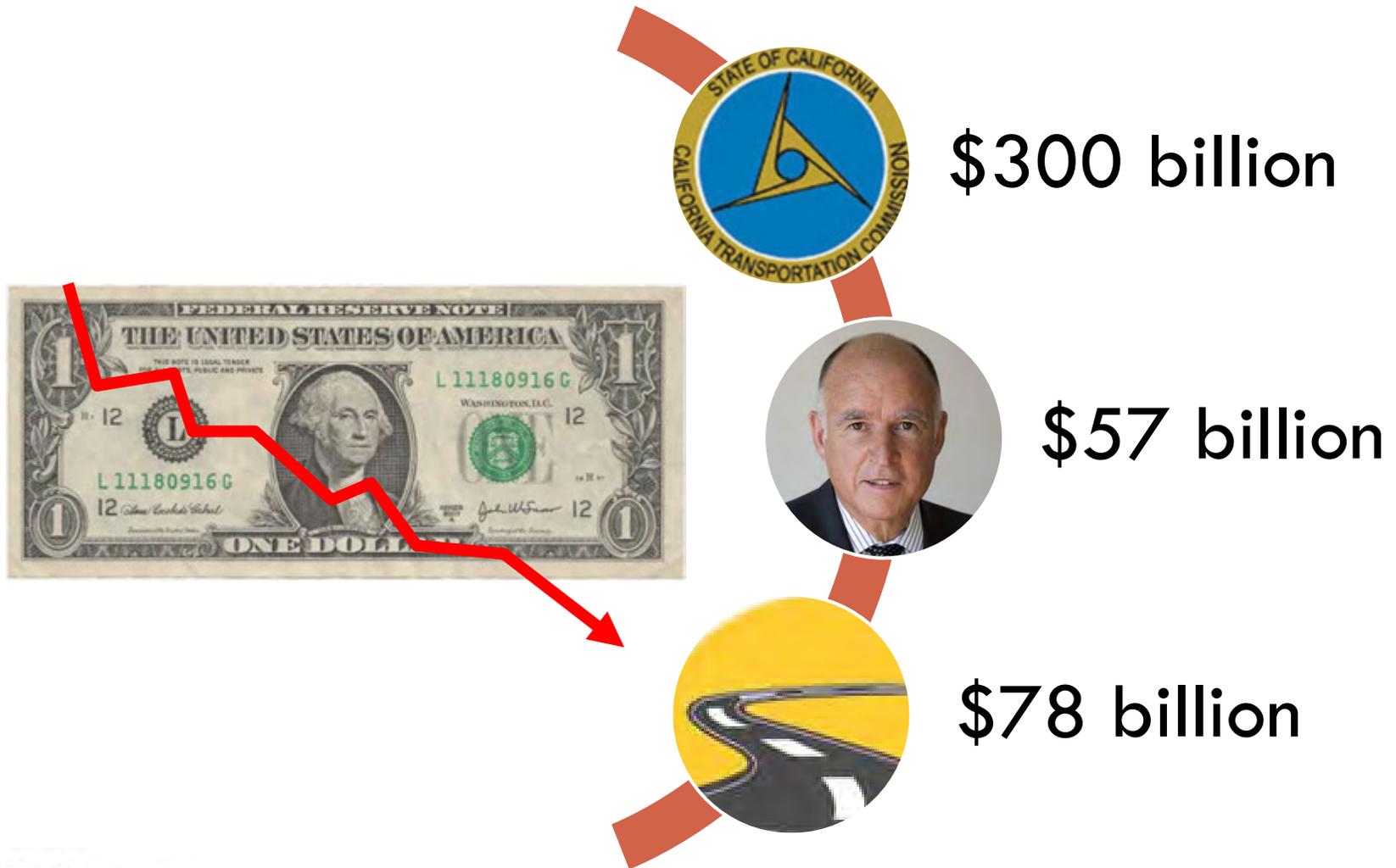


# Trends in Transportation Funding

Presented to  
Kern Council of Governments

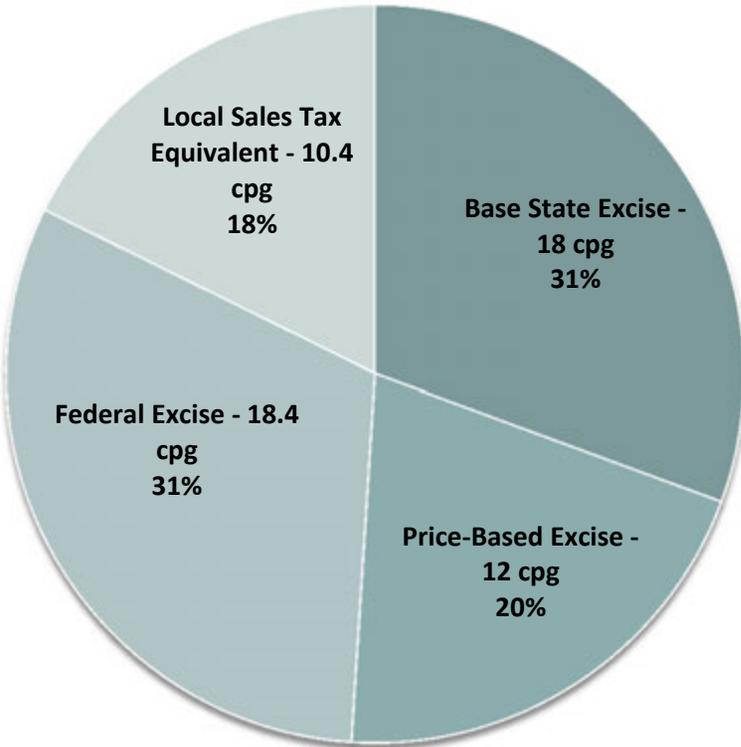
January 21, 2016

# The Transportation Funding Shortfall

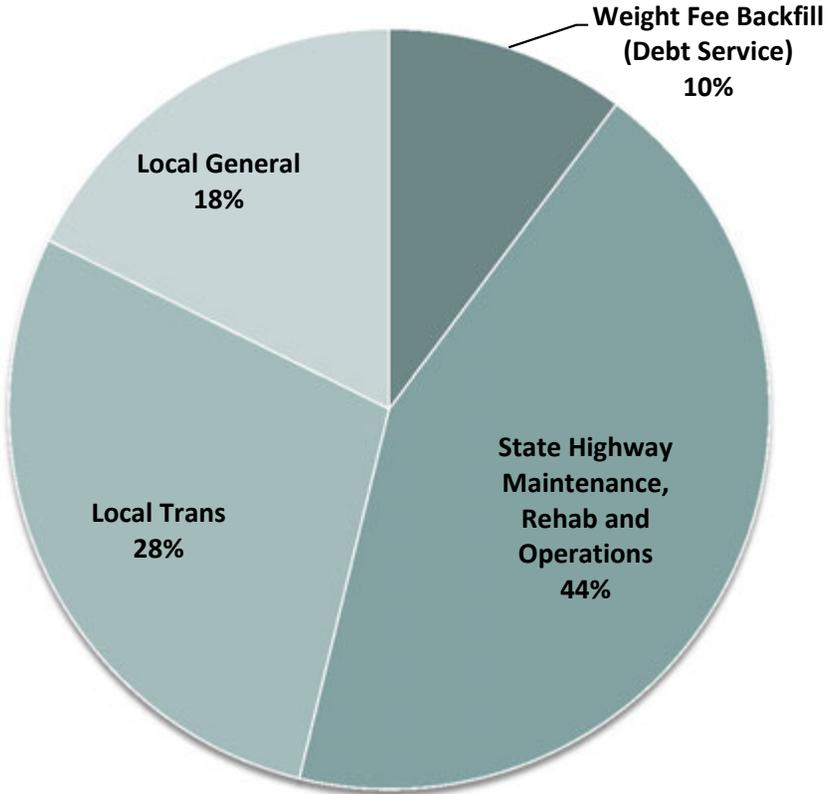


# Sources and Uses of Gasoline Taxes

### Components of Tax on Gasoline



### Uses of Tax collected on Gasoline

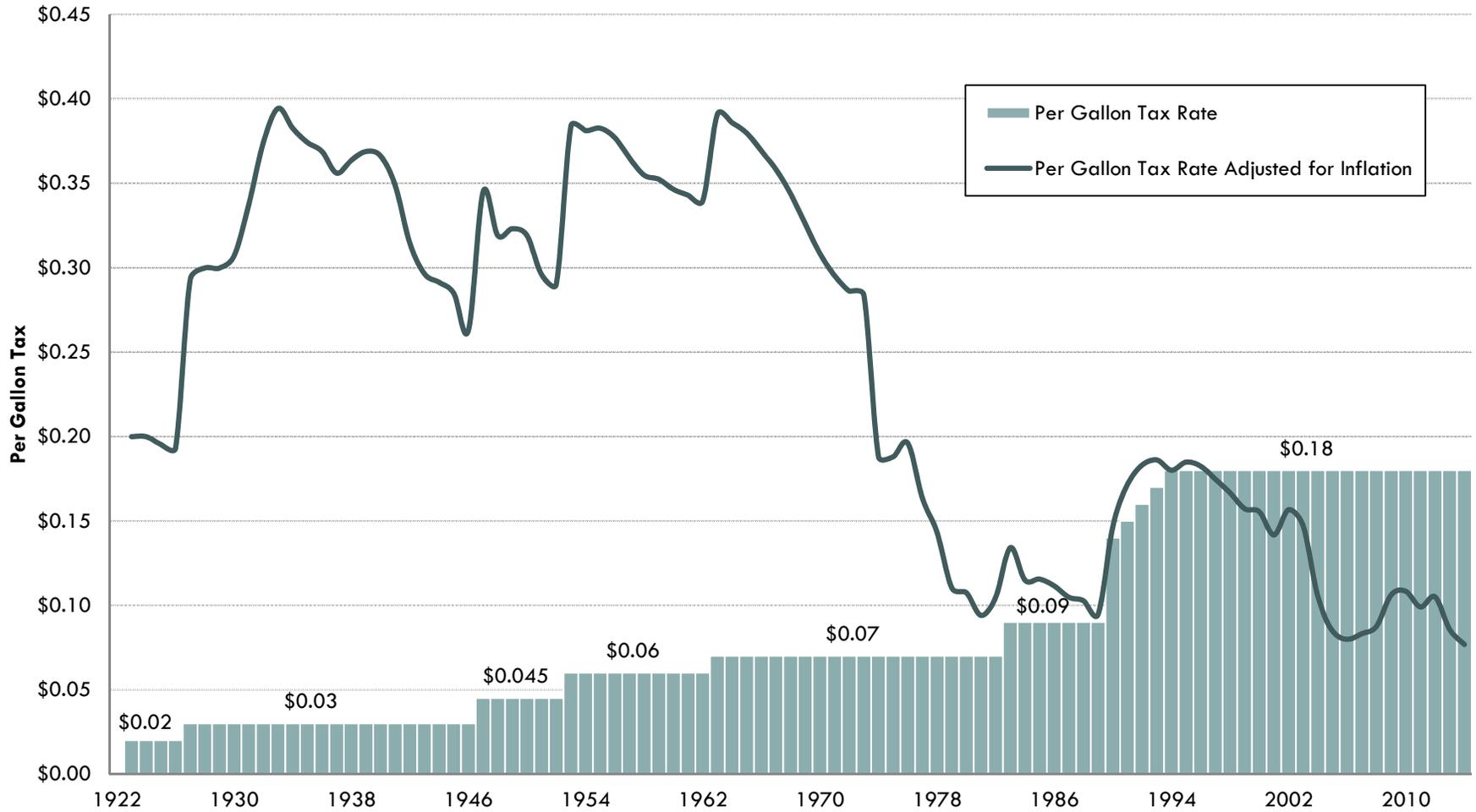


# Base Excise Tax Rates

YEAR	EVENT	GAS TAX RATE
1923	First gas tax approved by voters.	2¢/gal
1927	1¢ tax added for new highway construction.	3¢/gal
1947	Collier-Burns Act – gas tax increased 1.5¢.	4.5¢/gal
1953	Gas tax increased by 1.5¢ to fund highway improvements.	6¢/gal
1963	The legislature increased gas tax by 1¢.	7¢/gal
1983	Gas tax increased by 2¢ for the first time in just over 19 years.	9¢/gal
1990	Proposition 111 passed. The gas tax increased to 14¢ with a yearly increase of 1¢ per year for four more years, through 1994.	14¢/gal
1991	Gas tax increased by 1¢ per Proposition 111.	15¢/gal
1992	Gas tax increased by 1¢ per Proposition 111.	16¢/gal
1993	Gas tax increased by 1¢ per Proposition 111.	17¢/gal
1994	The last time the gas tax was increased.	18¢/gal

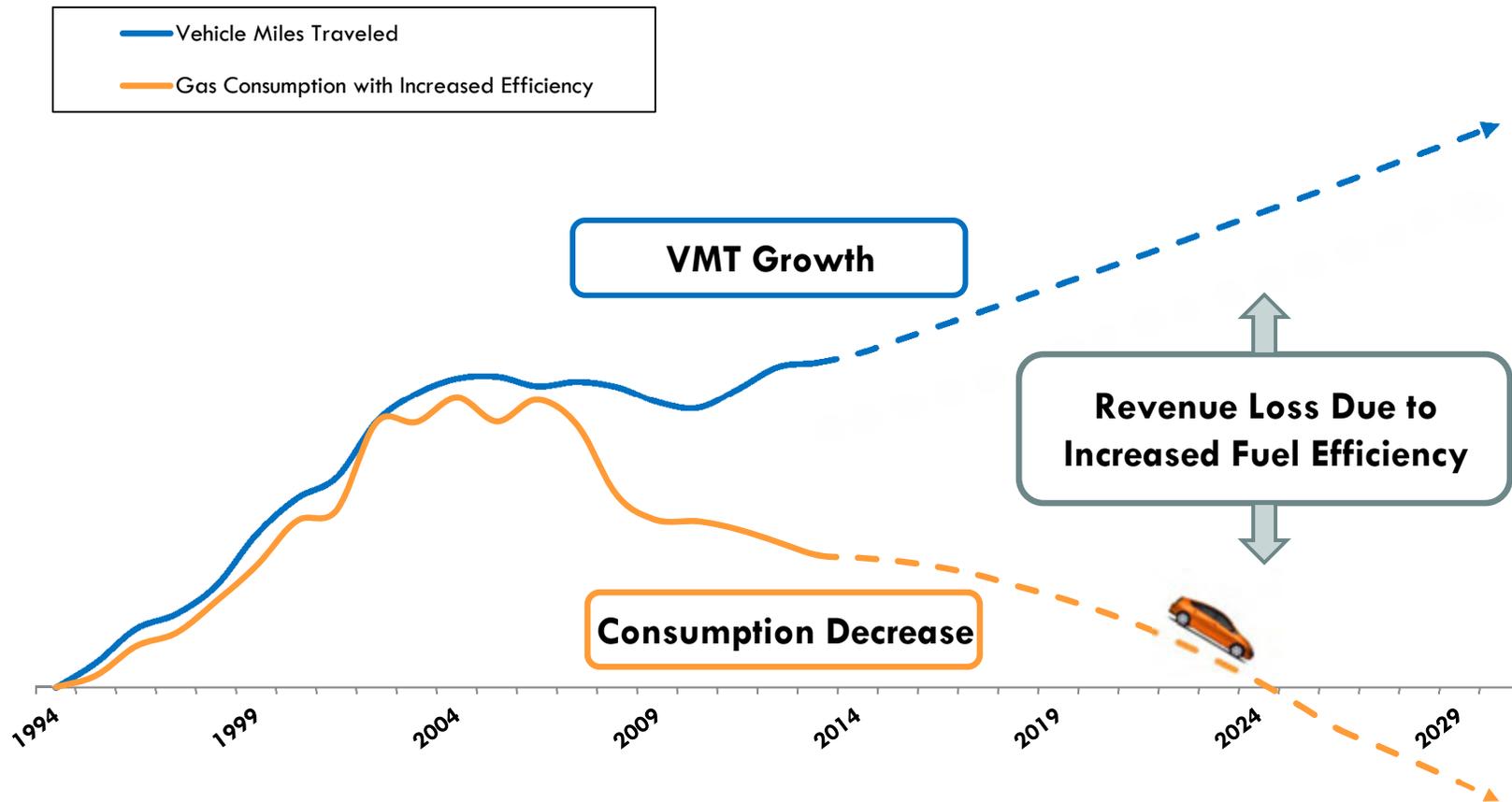
# Inflation Erodes Value of Tax Over Time

## History of the Base Gasoline Excise Tax Rate



Source: Board of Equalization. Escalation based on California State Highway Construction Cost Index and Consumer Price Index

# Fuel Efficiency Contributes to Revenue Loss



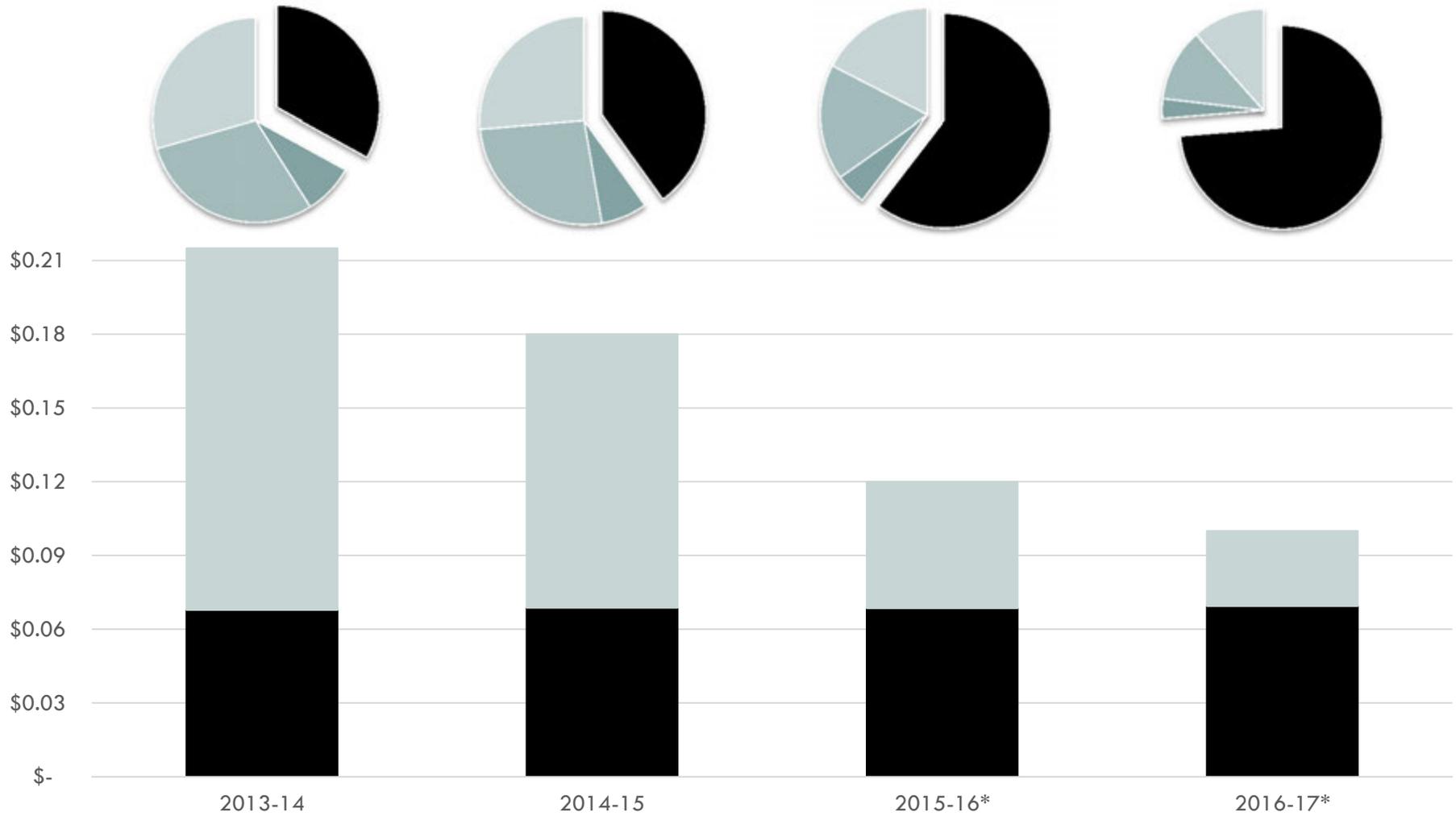
In this conceptual chart, Vehicle Miles Travelled and Fuel Consumption have been indexed to the same starting point in 1994 to enable comparison of the relative change of the two metrics over time

# Interaction of the Price-Based Excise Tax and the Weight Fee Swap

- The Fuel Tax Swap of 2010 eliminated general sales tax on gasoline and created a PRICE-BASED EXCISE TAX
  - Revenue neutral, determined annually by March 1, and is effective July 1 through June 30 of the following year.
  - When gas prices go up or down, the tax rate is adjusted accordingly – but not simultaneously
- The WEIGHT FEE SWAP uses commercial vehicle registration fees (weight fees) for debt service on transportation bonds
  - Recovered “off-the-top” of the PRICE-BASED EXCISE TAX collections.
  - Remaining amount is split: 44% to local roads, 44% to State and Local Capacity improvements, and 12% to Rehabilitation of the State Highway System.
    - Because the WEIGHT FEE SWAP is “off-the-top”, the complete impact of revenue changes is focused here.

# Price-Based Excise Tax

Cents per Gallon, by Fiscal Year



\* Projected

# Revenue Updates Cause Changes to Fund Estimate

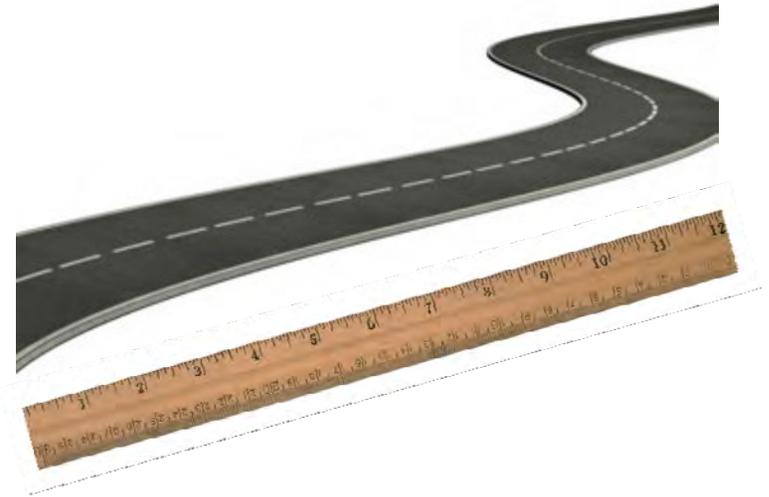
- Decline in Gasoline Prices have negatively impacted the Price-Based Excise Tax
- This morning, the CTC adopted a revised revenue assumption based on the expected lower tax rates
- The resulting estimate of funds available for the STIP is a reduction of \$800 over prior estimate
  - Approximately \$750 million will need to be removed from the 2014 STIP program of projects in order to fit within the capacity available for the 2016 STIP

# What is being done about this?

- Governor's proposal for transportation revenues, as well as proposals from Senator Beall and Assemblyman Frazier seek to fix the broken Price-based excise tax system
- For the longer term, many folks agree that a taxation system based on fuel use is ultimately untenable
  - SB 1077 (2014) required the CTC, CalSTA, and Caltrans to undertake a pilot to test the feasibility of a mileage-based Road Charge.

# Road Charging is...

- A policy whereby motorists pay for use based on the distance they travel on the roadway network.
- A “User Pays” principle – the more you drive, the more you pay (by mileage).
- Similar to other utilities such as electricity, water, and telephone.
- [www.californiaroadchargepilot.com](http://www.californiaroadchargepilot.com)



# Conclusion



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

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

WEDNESDAY  
February 3, 2016  
10:00 A.M.

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

**I. ROLL CALL**

MEMBERS PRESENT:

Loren Culp	City of Ridgecrest
Paul Marquez	Caltrans
Pedro Nunez	City of Delano
Bob Wren	City of Wasco
Bob Neath	Kern County
Robert Ruiz	City of Arvin
Steve Woods	GET
Wayne Clausen	City of Shafter
Ted Wright	City of Bakersfield
Joe West	NOR/CTSA

STAFF:

Ahron Hakimi	Kern COG
Rob Ball	Kern COG
Peter Smith	Kern COG
Joe Stramaglia	Kern COG
Bob Snoddy	Kern COG
Tami Jones	Kern COG
Raquel Pacheco	Kern COG
Rochelle Invina	Kern COG
Linda Urata	Kern COG

OTHER:

Paul Pineda	Caltrans
Nick Fidler	City of 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 information or request staff to report to the Committee at a later date.

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

NONE

- III. APPROVAL OF DISCUSSION SUMMARY:** Meeting of January 6, 2016. Mr. Wright made a motion to approve the discussion summary. Mr. Wren seconded the motion to recommend approval to the Transportation Planning Policy Committee. Motion carried.

**IV. FISCAL YEAR 2015-16 TRANSPORTATION DEVELOPMENT ACT (TDA) PUBLIC TRANSIT – CITY OF RIDGECREST FOR \$759,897**

Mr. Snoddy presented FY 2015-16 Transportation Development Act Public Transit claim for the City of Ridgecrest for \$759,897.

The action requested is to review FY 2015-16 Transportation Development Act Public Transit claim for the City of Ridgecrest and recommend approval to the Transportation Planning Policy Committee. Mr. Clausen made a motion to recommend approval to the TPPC. Mr. Wright seconded the motion. Motion Carried

**V. FISCAL YEAR 2015-16 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS CLAIM – CITY OF RIDGECREST FOR \$575,000**

Mr. Snoddy presented the 2015-16 Transportation Development Act Streets and Roads claim for the City of Ridgecrest for \$575,000.

The action requested is to review FY 2015-16 TDA Streets and Roads claim for the City of Ridgecrest and recommend approval to the Transportation Planning Policy Committee. Mr. Clausen made a motion to recommend approval to the Transportation Planning Policy Committee. Mr. Woods seconded the motion. Motion Carried.

**VI. SB 375 GREENHOUSE GAS REDUCTION TARGET SETTING TIMELINE**

Mr. Ball advised that draft revised targets for the Kern region to reduce greenhouse gas emissions (GHG) from passenger vehicle travel are scheduled for California Air Resources Board approval by late 2016.

This item was for information only.

**VII. PROJECT DELIVERY POLICY LETTERS – ATP, CMAQ, RSTP, TRANSIT**

Ms. Pacheco stated that the Kern COG Project Delivery Policy states that projects in the current fiscal year need to be submitted for funding authorization by January 31<sup>st</sup>. 17 projects have not yet been submitted for funding authorization representing a total of about \$10.4 million. Since \$4.3 million of the total identified is for CMAQ projects, there is a need to remind everyone about Kern COG's CMAQ Substitution Policy. Ms. Pacheco advised that in order not to lose CMAQ funding, substitution projects were added to fiscal year 2016/17 with the specific direction that the projects were to be advanced. The new cycle of CMAQ projects are scheduled for approval in April and will render the current substitution list null and void. So, there is limited time left to advance these projects.

This item was for information only.

**VIII. REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) – DRAFT PROGRAM OF PROJECTS**

Ms. Pacheco stated that the Draft RSTP Program of Projects was circulated for review in January. No comments were received. The Final program will be presented for approval at the February 18<sup>th</sup> Board meeting. Once approved, the projects will be incorporated into a FTIP amendment. Projects can be submitted for funding authorization as soon as June 2016 by advancing projects to fiscal year 2015/16.

The action requested is that the TTAC recommend approval of the Final RSTP Program of Projects to the Transportation Planning Policy Committee. Mr. Wright made a motion to recommend approval. Mr. Wren seconded the motion.

Motion Carried.

**IX. CONGESTION MITIGATION AIR QUALITY (CMAQ) – WORKSHOP #2 FOLLOW-UP**

Ms. Pacheco stated that the TTAC members reviewed the City of Shafter’s CMAQ applications provided at the December 14, 2015 CMAQ Workshop and participated in CMAQ Workshop #2 on January 11, 2016 as part of the peer review process. At Workshop #2, it was decided to postpone the decision to start the ranking process until after receiving the City of Shafter’s response to comments. Follow-up items are provided as part of the staff report.

The action requested is that the TTAC recommend approval of the following actions labeled 1, 3, and 5 in the staff report: The City of Shafter Intermodal Rail Facility Expansion project will be considered as part of the ranked list of projects for this CMAQ call for projects cycle with zero emission reduction values. The City of Shafter Locomotive project will be considered as part of the ranked list of projects for this CMAQ call for projects cycle with updated cost effectiveness identified in Attachment 3. Direct Kern COG staff to start the ranking process and circulate the Draft CMAQ Program of Projects for review in March. Final approval expected in April.

Mr. Clausen motioned for the Kern COG recommendation. There was no second.

A discussion ensued among the TTAC Committee.

As a result of the discussion, the committee decided on the following motion: The TTAC motion was to approve that the City of Shafter Intermodal Rail Facility Expansion project will be considered as part of the ranked list of projects for this CMAQ call for projects cycle with zero emission reduction values. The City of Shafter Locomotive project will be considered as part of the ranked list of projects for this CMAQ call for projects cycle with the “OFF-ROAD PROJECTS” report in Attachment 1 that identifies a \$446,311 CMAQ request and an associated cost-effectiveness. Direct Kern COG staff to start the ranking process and circulate the Draft CMAQ Program of Projects for review in March. Final approval expected in April.

Mr. Woods asked Mr. Clausen if Shafter would be able to make up the difference in funding. Mr. Clausen said yes.

Mr. Clausen made a motion to recommend approval. Mr. Woods seconded the motion.

Chairman Schlosser asked for a show hands for all who were in favor. All Committee members present raised their hands for a unanimous approval. Motion carried.

**X. STATE ROUTE 58 - BEALE-BENA TRUCK CLIMBING LANES – REQUEST FOR REGIONAL PARTICIPATION** Stramaglia

Mr. Stramaglia stated that Caltrans has requested regional participation to anticipate future delivery of a proposed State Highway 58 Truck Climbing Lanes project between Tehachapi area and metropolitan Bakersfield. Mr. Stramaglia stated that the study is over ten years old. He advised that they are looking for funding volunteers to offer local revenue to update the project study report and potentially go further in the pre-construction phases.

Mr. Stramaglia answered questions from the committee.

This item was for information only.

**XI. 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM - REVISION**

Mr. Stramaglia stated that the 2016 Fund Estimate was revised at the January 21, 2016 California Transportation Commission (CTC) meeting and requiring regions to deprogram projects in the 2014 State Transportation Improvement Program.

Mr. Stramaglia advised that the CTC will be deprogramming over \$7,500,000 out of the current 2014 State Transportation Improvement Program. In addition to rescissions, they are looking to push out projects that are currently ready to go.

Mr. Stramaglia stated the item today will bring back the Capital Improvement Program for Kern COG's 2016 RTIP. Using the Board approved priorities, they are recommending to obligate the STIP funds from the bottom two projects.

Mr. Stramaglia answered questions from the committee.

The action requested is to recommend that the Transportation Planning Policy Committee approve Attachment "A" and direct staff to submit the revised 2016 Regional Transportation Improvement Program to the CTC by the February 26, 2016 deadline.

Mr. Wright made a motion to recommend approval. Mr. Woods seconded the motion.

**XII. CONGESTION MITIGATION AIR QUALITY (CMAQ) – CONTINGENCY PROJECT POLICY**

Mr. Stramaglia stated that Kern COG staff is proposing to add up to \$7 million of contingency CMAQ programming in FFY 18-19 in the event that projects for FFY 16-17 and 17-16 are not delivered. He advised that this item will come back next month as a draft. In April it will be brought back with a request for adoption.

Mr. Stramaglia answered questions from the committee.

This item is for information only.

**XIII. 2018 REGIONAL TRANSPORTATION PLAN – TABLE 5.1 CONSTRAINED CAPITAL IMPROVEMENT PROGRAM**

Mr. Stramaglia stated that the 2018 Regional Transportation Plan update has been initiated by Kern COG and the Capital Improvement Program of financially constrained projects is an integral element of this update. Mr. Stramaglia stated that this item has been before the committee for several months now for review and is being brought back for final approval.

The action requested is Recommend that the Transportation Planning Policy Committee approve Table 5.1 as reflected in Attachment "A" and direct Kern COG staff to incorporate Table 5.1 into the 2018 Regional Transportation Plan.

Mr. Clausen made a motion to approve. Mr. Wright seconded the motion. Motion carried.

**XIV. 2018 REGIONAL TRANSPORTATION PLAN – TABLE 5.2 UNCONSTRAINED CAPITAL IMPROVEMENT PROGRAM**

Mr. Stramaglia stated that he 2018 Regional Transportation Plan update has been initiated by Kern COG and the Capital Improvement Program of unfunded projects is an integral element of this update.

The action requested is to recommend that the Transportation Planning Policy Committee approve Table 5.2 as reflected in Attachment "A" and direct staff to incorporate Table 5.2 into the 2018 Regional Transportation Plan. Mr. Clausen made a motion to recommend approval. Mr. Ruiz seconded the motion.

**XV. TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 (TDA-3) PROGRAM BICYCLE AND PEDESTRIAN SAFETY EDUCATION FUNDING LIMITS CHANGE**

Mr. Smith stated that COG had received a request from Kern COG Board Member, Council Member Bob Smith to raise the funding limits for the bicycle and pedestrian safety education element of the TDA-3 program. Mr. Smith said the request was to raise the funding limit from \$1,000 to \$3,000.

There was a lengthy discussion among the committee.

Cindy Parra from Bike Bakersfield addressed the committee and stated that the current limit of \$1,000 is not enough to put bicycle education into school programs. She advised that more funds are needed to be able to keep the programs in the schools.

Chairman Schlosser asked Ms. Parra what the funds were used for. She responded that it was used to cover staff time, administrative costs, items such bicycle helmets, bicycle lights and educational materials to provide the students.

After a discussion among the committee, the following motion was made:

Mr. Wright made a motion raise the limit from \$1,000 to \$2,000 per eligible jurisdiction, with the ability for other agencies to request unused funds from member agencies that are not using their funds. Mr. Woods seconded the motion.

**XVI. MEMBER ITEMS**

Ms. Pacheco stated that Caltrans Local Assistance Workshop February 17<sup>th</sup> from 10:00 AM to noon in the Kern COG Board room.

Mr. Smith stated that emails have been sent to all committee members regarding upcoming

ATP Guidline workshops. He advised that there was going to be one held that afternoon from 1:00PM to 4:00PM.

Ms. Urata stated that the Eastern Kern Air Pollution Control District DMV Fee Grants are due February 26<sup>th</sup>. Ms. Urata stated that any member agency would like help applying for them to contact her.

Mr. Flickinger stated that a survey for local streets and roads needs assessment survey that was distributed. He asked that each agency fill out the survey and return to him. The survey is due by March 18<sup>th</sup>.

Mr. Snoddy stated Caltrans has moved its 5311 funding program for the annual rural operators to an electronic system. You can access the system at [www.blackcatgrants.com](http://www.blackcatgrants.com).

**XVII. ADJOURNMENT**

The next scheduled meeting will be Wednesday March 2, 2016. With no further business the committee adjourned at 11:30 AM.

KERN COUNCIL OF GOVERNMENTS  
REGIONAL PLANNING ADVISORY COMMITTEE  
TRANSPORTATION MODELING COMMITTEE

KERN COG CONFERENCE ROOM  
1401 19<sup>TH</sup> STREET, THIRD FLOOR  
BAKERSFIELD, CALIFORNIA

WEDNESDAY  
FEBRUARY 3, 2016  
1:30 P.M.

Vice Chairman Poire called the meeting to order at 1:33 p.m.

**I. ROLL CALL**

**MEMBERS PRESENT:**

Paul Hellman	City of Bakersfield
Matt Alexander	City of Ridgecrest
Suzanne Forrest	City of Shafter
Mark Staples	City of Taft
Emery Rendez	GET
Paul Marquez	Caltrans
Jason Cater	Community Member
Richard Rowe	Community Member (phone)
Patty Poire	Community Member
Rebecca Moore	LAFCO

**STAFF:**

Rob Ball	Kern COG
Ben Raymond	Kern COG
Becky Napier	Kern COG
Ed Flickinger	Kern COG

**OTHERS:**

Ted James	Consultant
Dave Dmohowski	Consultant
Tad Andars	Caltrans District 9
Jim Appodaca	Tejon Tribe
Colin Rambo	Tejon Tribe
Ricardo Perez	GET
Cindy Parra	Bike Bakersfield
Adam Kahler	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 information or request staff to report to the Committee at a later meeting. **SPEAKERS ARE LIMITED TO TWO MINUTES. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD PRIOR TO MAKING A PRESENTATION.**

None.

**III. APPROVAL OF DISCUSSION SUMMARY:**

Committee Member Rowe made a motion to approve the minutes of November 4, 2015, seconded by Committee Member Forrest with all in favor.

**XII. SB 375 GREENHOUSE GAS REDUCTION TARGET SETTING TIMELINE (Ball)**

Mr. Ball informed the Committee that in spring of 2016 (April) the valley MPOs will provide their recommendations formally or informally for target setting to ARB staff for review. In late spring 2016 (May): ARB staff will provide a progress report to the Board on MPO target recommendations. In summer 2016, ARB staff holds public workshops, develops a staff proposal, and prepares and circulates a draft environmental document. In fall 2016, ARB staff reviews and responds to public input on the staff proposal, and responds to comments on and finalizes the environmental document. In late 2016, the ARB Board will consider approval of updated targets, which would become effective for Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that will be adopted by the valley MPOs after January 1, 2018.

This was an information item.

**XIII. ENVIRONMENTAL AND SOCIAL EQUITY ROUNDTABLE (Napier)**

Ms. Napier informed the Committee that the Environmental and Social Equity Roundtable (Roundtable) was reactivated to begin the Regional Transportation Plan process. Ms. Napier informed the Committee that the purpose of the Roundtable was to review the methodology to be used by Kern COG to designate Environmental Justice areas and Title VI areas in Kern County. A discussion ensued concerning the involvement of the Federal Review Agencies in this item.

This was an information item.

**XIV. GROWTH FORECAST BY SUB-REGION (Raymond)**

Mr. Raymond discussed the 2015-2050 Regional Growth Forecast which was adopted by the Kern COG board at its November 19<sup>th</sup> Board meeting. The forecast is used for local transportation and air quality planning as well as by the member agencies for a variety of long range planning activities. The forecast will serve as the growth assumption for the 2018 RTP/SCS. The Growth Forecast for the 2014 RTP was distributed to the aggregated Regional Statistical Areas in 2012 by the RPAC. The latest growth forecast shows a slight slowing in growth compared to the previous forecast. Kern COG staff has applied the new growth numbers to the percentage of growth each sub-region was allocated in the 2014 RTP to generate new county sub-region growth forecast estimates.

Committee Member Hellman made a motion to direct staff to use the growth forecast numbers for modeling purposes and bring the item back at the next meeting for formal action, seconded by Committee Member Staples with all in favor.

**XV. MODEL INPUT ASSUMPTIONS: DRAFT AVERAGE LAND USE DENSITY ANALYSIS YIELD RATES (Raymond)**

Mr. Raymond informed the Committee that in an effort to more accurately reflect future residential growth in the land use model, Kern COG performed a density analysis on the developed residential areas of general and specific plans in Kern County. The analysis was made using current Land Use Element maps from each jurisdiction and parcels from the Assessor's Office. Each jurisdiction was asked to review the jurisdiction's rates and provide comments to Michael Heimer at [mheimer@kerncog.org](mailto:mheimer@kerncog.org) by March 2, 2016.

This was in information item.

**XVI. DRAFT REGIONAL TRAFFIC MONITORING SYSTEM PROGRAM UPDATE (Flickinger)**

Kern COG is updating the Regional Traffic Count Program to include bicycle and pedestrian count locations. The Committee was provided a copy of the Phase II Amendment of Chapter 3 of the Regional Traffic Monitoring Improvement Plan (RTMIP) to incorporate bicycle and pedestrian counts.

Committee Member Cater made a motion to accept the Phase II amendment of Chapter 3 of the RTMIP, seconded by Committee Member Staples with all in favor. Additionally, the individual cities were encouraged to work with Mr. Flickinger to recommend count sites and count times by February 10, 2016.

**IX. CEQA GUIDELINES UPDATE (Napier)**

Ms. Napier explained to the Committee that Senate Bill 743 was signed by the Governor on September 27, 2013. The legislation required that the Governor's Office of Planning and Research (OPR) amend the California Environmental Quality Act (CEQA) Guidelines to provide an alternative to delay-based level of service (LOS) for evaluation transportation impacts. The alternative is Vehicle Miles Traveled (VMT)

After lengthy discussion, Committee Member Hellman made a motion to direct staff to prepare a comment letter to be sent to OPR. Vice Chairman Poire and citizen/consultant Ted James will review comment on the letter prior to sending it to OPR. The motion was seconded by Committee Member Forrest with all in favor.

**X. SUSTAINABLE COMMUNITIES STRATEGIES AND CONSERVATION (Napier)**

Ms., Napier provided the Committee with a link to the January 2016 Nature Conservancy document that identified results of the first rounds of SCSs as they pertained to conservation. The document also made policy recommendations for future rounds of SCS development.

This was an information item.

**XI. INFORMATION ITEMS/ANNOUNCEMENTS**

None.

**XII. MEMBER ITEMS**

Committee Member Alexander provided the Committee with a presentation on the Median Project in Ridgecrest that is a success story for the 2014 RTP/SCS. The presentation was moved to the beginning of the Agenda.

Mr. Ball provided information on Autonomous Vehicles to the Committee.

**XIII. ADJOURNMENT**

With no further business the meeting was adjourned at 3:37 p.m.

The next meeting will be Wednesday, March 2, 2016, at 1:30 p.m.



# IV. C. TPPC

February 18, 2016

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi,  
Executive Director

BY: Robert M. Snoddy,  
Regional Planner

SUBJECT: TPPC AGENDA NUMBER IV. CONSENT CALENDAR ITEM. C.  
FISCAL YEAR 2015-16 TRANSPORTATION DEVELOPMENT ACT (TDA) PUBLIC TRANSIT CLAIM –  
CITY OF RIDGECREST FOR \$759,897

DESCRIPTION:

FY 2015-16 Transportation Development Act Public Transit claim for the City of Ridgecrest for \$759,897. The Transportation Technical Advisory Committee has reviewed this item.

DISCUSSION:

Kern COG staff has received and reviewed the following TDA claim for the City of Ridgecrest for \$759,897.

<u>Claimant</u>	<u>LTF</u>	<u>STAF</u>	<u>TOTAL</u>
City of Ridgecrest	\$601,230	\$158,667	\$ 759,897

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

ACTION:

Approve FY 2015-16 TDA Public Transit Claim for the City of Ridgecrest for \$759,897 and authorize Chair to sign Resolution No. 16-09. ROLL CALL VOTE.

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

RESOLUTION NO. 16-09

In the matter of:

FY 2015-16 TDA PUBLIC TRANSIT CLAIM – NORTH OF THE RIVER RECREATION AND PARK DISTRICT

WHEREAS, the Kern Council of Governments (Kern COG) has received and evaluated a claim from the above-named claimant pursuant to the Transportation Development Act (TDA) and its own rules and regulations; and

WHEREAS, Kern COG is authorized by TDA to allocate monies from the Local Transportation Fund and the State Transit Assistance Fund and direct the Kern County Auditor-Controller to disburse said monies to eligible claimants in accordance with the provisions of this resolution, and approved claim, and written Kern COG allocation instructions; and

WHEREAS, the Regional Transportation Plan (RTP), adopted by Kern COG, has established goals, objectives, and policies for the implementation of transportation systems in Kern County; and

WHEREAS, a triennial performance audit and annual financial/compliance audit of claimant's operations have been completed; and

WHEREAS, claimant's claim, submitted and on file as part of the official Kern COG records, is made a part of this resolution by this reference.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. This allocation is made for the fiscal year 2015-16 to the claimant listed above and in accordance with Schedule A, attached hereto and made a part of this resolution by this reference; and
2. Kern COG hereby makes the following findings:
  - a) Claimant's proposed transit services are responding to transit needs currently not being met in the area of apportionment; and
  - b) Claimant's proposed transit services shall, if appropriate, be integrated with existing transit services; and
  - c) Claimant's proposed budget, as itemized in the claim, designate revenues and expenses conforming with the RTP; and
  - d) The ratio of fare revenue to operating costs is insufficient to enable claimant to meet the requirements of California Public Utilities Code Sections 99268.2, 99268.3, 99268.4, 99268.5, 99268.6, 99268.7, 99268.9, 99268.11, 99268.12, 99268.26, 99268.17, and 99268.19, as applicable; and
  - e) Claimant has made full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended; and
  - f) The sum of claimant's allocation from the Local Transportation Fund and State Transit Assistance Fund does not exceed the amount eligible to be received during the fiscal year. Claimant may, however, be required to repay excess funds, pursuant to Title 21 California Code of Regulations Section 6735; and

- g) Kern COG has considered claims to offset unanticipated increases in fuel costs, to enhance existing transit services, to meet high priority regional sub-regional transit needs; and
  - h) Claimant has made reasonable efforts to implement the productivity improvements developed pursuant to PUC section 99244; and
  - i) Claimant is not precluded by contract from employing part-time drivers or from contracting with common carriers operating under franchise or license; and
  - j) Claimant has received certification by the California Highway Patrol within the last thirteen months indicating that the operations are in compliance with California Vehicle Code Section 1808.1.
3. Claimant is allocated Local Transportation Fund and State Transit Assistance fund monies in amounts not to exceed that listed on Schedule A, attached hereto and made a part of this resolution by this reference; and
  4. Disbursement of transit monies, allocated for the regional planning process, shall be made from claimant's Local Transportation Fund reserve accounts to the Kern COG planning account as the first priority payment; and
  5. Disbursement of claimant's remaining transit allocation to its local treasury shall be made as the second priority payment in mutually agreed installments; and
  6. The Kern County Auditor-Controller is authorized to make disbursements of Local Transportation fund monies as they become available and in accordance with written Kern COG instructions; and
  7. The Kern COG Executive Director is authorized to transmit a copy of this resolution to the Kern County Auditor-Controller in support of disbursements.

AUTHORIZED AND SIGNED THIS 18<sup>TH</sup> DAY OF FEBRUARY 2016.

AYES:

NOES:

ABSTAIN:

ABSENT:

\_\_\_\_\_  
Jennifer A. Wood, Chair  
Kern Council of Governments

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Kern Council of Governments duly authorized at a regularly-scheduled meeting held on the 18<sup>th</sup> day of January 2016.

\_\_\_\_\_  
Ahron Hakimi, Executive Director  
Kern Council of Governments

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT

SCHEDULE "B"

PLANNING CONTRIBUTIONS BY AREA OF APPORTIONMENT

Fiscal Year 2015-2016

Revised: February 12, 2015

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

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

Revised: February 12, 2015

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

NOTES:

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

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



# IV. D. TPPC

February 18, 2016

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi,  
Executive Director

BY: Robert M. Snoddy,  
Regional Planner

SUBJECT: TPPC AGENDA NUMBER IV. CONSENT CALENDAR ITEM D.  
FISCAL YEAR 2015-16 TRANSPORTATION DEVELOPMENT ACT (TDA) STREETS AND ROADS  
CLAIM – CITY OF RIDGECREST FOR \$575,000

## DESCRIPTION:

FY 2015-16 Transportation Development Act Streets and Roads claim for the City of Ridgecrest for \$575,000. The Transportation Technical Advisory Committee has reviewed this item.

## DISCUSSION:

Kern COG staff has received and reviewed the following TDA claim for the City of Ridgecrest for \$575,000.

<u>Claimant</u>	<u>LTF</u>	<u>STAF</u>	<u>TOTAL</u>
City of Ridgecrest	\$575,000	\$0	\$ 575,000

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

## ACTION:

Approve FY 2015-16 TDA Streets and Roads Claim for the City of Ridgecrest for \$575,000 and authorize Chair to sign Resolution No. 16-10. ROLL CALL VOTE.

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

RESOLUTION NO. 16-10

In the matter of:

FY 2015-16 TDA STREETS AND ROADS CLAIM – CITY OF RIDGECREST

WHEREAS, The State of California has declared that public transportation is an essential component of a balanced transportation system and that it is desirable that public transportation systems be designed and operated so as to encourage maximum utilization of the service for the benefit of all the people of the state, including the elderly, handicapped, youth, and citizens of limited means of the ability to freely utilize the system (Section 99220, Public Utilities Code (PUC); and

WHEREAS, The Mills-Alquist-Deddeh Act, also known as the Transportation Development Act (TDA), established public funding for the support of public transportation systems and other purposes consistent with the Act, including local streets and roads, and facilities provided for exclusive use by pedestrians and bicycles (Section 99400(a) PUC); and

WHEREAS, The Kern Council of Governments (Kern COG), as the designated Regional Transportation Planning Agency, is required to ensure that the following factors are identified and considered prior to the allocation of TDA funds for street and road claims or any other purposes not directly related to public transportation services (Section 99401.5, PUC):

- 1) Size and location of identifiable groups likely to be dependent upon transit, including but not necessarily limited to, the elderly, the handicapped and the poor; 2) Adequacy of existing public transportation services; and 3) Potential alternative public transportation and specialized transportation services, and service improvement that would meet travel demand; and

WHEREAS, Kern COG is further required to hold a public hearing to receive testimony identifying or commenting on unmet transit needs within the jurisdiction of claimants that might be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or expanding existing services (Section 99238.5, PUC); and

WHEREAS, The Regional Transportation Plan (RTP), adopted by Kern COG, established goals, objectives, and policies for the implementation of public transportation systems in Kern County, and public testimony received at public hearings, evidence Kern COG's efforts to identify transportation needs pursuant to Section 99238.5, PUC; and

WHEREAS, The RTP, adopted by Kern COG, established goals, objectives, and policies for the implementation of public transportation systems in Kern County; and

WHEREAS, Claimant has filed a claim for street and road funds pursuant to Public Utilities Code Article 8 Section 99400(a); and

WHEREAS, Kern COG, in accordance with the relevant provisions of the TDA and its own rules and regulations, has received and evaluated Claimant's Article 8 street and road claim consistent with the provisions of Section 99400(a), Article 8 of the PUC, and Section 99313.3, Article 6.5 of the PUC; and

WHEREAS, Pursuant to Section 99238.5, PUC, Kern COG has held a public hearing to receive testimony identifying and commenting on unmet transit needs within the jurisdiction of claimant; and

WHEREAS, The proposed projects are consistent with claimant's projected TDA revenues and the Regional Transportation Plan; and

WHEREAS, Claimant proposes to use the funds for projects shown on the claim submitted by claimant and filed in the Kern COG office.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The Council, after consideration of all available information, including the RTP, the Kern COG transportation needs studies, and testimony received at public hearings, finds that:
  - a) There are no unmet transit needs that are reasonable to meet within the jurisdiction of claimants. No additional unmet transit needs have been identified which can support a public transit service which meets the legally-required farebox recovery ratio (21 Cal. Admin. Code Section 6633.2-6633.9); and b) This claim on the Local Transportation Fund (LTF) for Article 8 is consistent with the RTP.
2. This claim is approved, subject to the following conditions:
  - a) Claimant is herein allocated the LTF and STAF funds available for apportionment shown on Attachment "A," plus any interest and balance from prior years, for use on projects also shown on Attachment "A"); b) Before any streets and roads payments are made to claimant under Articles 8 or 6.5, those allocations approved by this Council for transit, Articles 4 and 6.5, shall be credited to claimant's transit reserve account in trust fund #24075, Article 8, and #24076, Article 6.5; and c) Remaining Article 8 and 6.5 funds shall be credited to and retained in claimant's non-transit streets and roads reserve account in trust fund #24075 and #24076 and shall be transferred or disbursed to claimant in accordance with Attachment "A" of this resolution and written instructions for disbursement issued by Kern COG staff.
3. The Chairman and Executive Director of Kern COG are hereby authorized to perform any and all acts necessary to accomplish the purpose of this resolution, including the submission of allocation instructions to the Kern County Auditor-Controller pursuant to 21 California Administrative Code, Section 6659.

AUTHORIZED AND SIGNED THIS 18<sup>TH</sup> DAY OF FEBRUARY 2016.

AYES:

NOES:

ABSTAIN:

ABSENT:

\_\_\_\_\_  
Jennifer A. Wood, Chair  
Kern Council of Governments

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Kern Council of Governments duly authorized at a regularly-scheduled meeting held on the 18<sup>th</sup> day of February 2016.

\_\_\_\_\_  
Ahron Hakimi, Executive Director  
Kern Council of Governments

Date: \_\_\_\_\_

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT

SCHEDULE "B"

PLANNING CONTRIBUTIONS BY AREA OF APPORTIONMENT

Fiscal Year 2015-2016

Revised: February 12, 2015

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

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

Revised: February 12, 2015

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

NOTES:

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

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

February 18, 2016

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi  
Executive Director

By: Rob Ball,  
Director of Planning

SUBJECT: TPPC AGENDA NUMBER IV. CONSENT CALENDAR ITEM E.  
SB 375 GREENHOUSE GAS REDUCTION TARGET SETTING TIMELINE

DESCRIPTION:

Draft revised targets for the Kern region to reduce greenhouse gas emissions (GHG) from passenger vehicle travel are scheduled for California Air Resources Board approval by late 2016. The Transportation Technical Advisory Committee has reviewed this item.

DISCUSSION:

**Background** – In June 2014, Kern COG adopted the regular 4-year update to the long-range Regional Transportation Plan (RTP). This was the first plan with the Sustainable Community Strategy (SCS) element as required by Senate Bill (SB) 375. The law requires California Air Resources Board (ARB) to set GHG emission reduction targets for the 18 Metropolitan Planning Organizations (MPOs) in the state, including Kern COG. SB 375 focuses on reducing greenhouse gas emissions (GHG) from passenger vehicle travel by better coordinating land use planning with transportation expenditures. On July 23, 2015, ARB unanimously approved acceptance of the Kern COG Sustainable Community Strategy (SCS) and found that the methodology adequately demonstrates that the plan, if implemented, would meet the state greenhouse gas emission reduction targets for passenger vehicle travel. A thorough technical evaluation was developed on the SCS by ARB staff and is available online along with the Kern COG SCS at <http://www.arb.ca.gov/cc/sb375/sb375.htm>.

**ARB Cycle Two GHG Target Setting Timeline as of September 16, 2015**

1. Winter/Spring 2015: ARB-MPO meetings and collaboration.
2. Spring 2016 (April): MPOs provide their recommendations formally or informally so that ARB staff can review and evaluate the recommended targets before incorporating them into an ARB staff proposal.
3. Late spring 2016 (May): ARB staff provides a progress report to our Board on MPO target recommendations.
4. Summer 2016: ARB staff holds public workshops, develops a staff proposal, and prepares and circulates a draft environmental document.
5. Fall 2016: ARB staff reviews and responds to public input on the staff proposal, and responds to comments on and finalizes the environmental document.
6. Late 2016: ARB Board considers approval of updated targets, which would become effective for RTP/SCSs that will be adopted by MPOs after January 1, 2018.

The Transportation Technical Advisory Committee has reviewed this item.

ACTION: Information



## IV. F. TPPC

February 18, 2016

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi,  
Executive Director

By: Raquel Pacheco,  
Regional Planner

SUBJECT: TPPC AGENDA NUMBER IV. CONSENT CALENDAR ITEM F.  
PROJECT DELIVERY LETTERS – ATP, CMAQ, RSTP, AND TRANSIT

### DESCRIPTION:

Presentation of project delivery letters for Active Transportation Program (ATP), Congestion Mitigation Air Quality (CMAQ) Program, Regional Surface Transportation Program (RSTP), and Transit projects. 17 projects have not yet been submitted for funding authorization representing a total of about \$10.4 million in federal programming. The Transportation Technical Advisory Committee has reviewed this item.

### DISCUSSION:

#### **Background**

The Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) projects in fiscal year 15/16 were originally approved by the Kern COG's Board on February 20, 2014. The projects were then incorporated into a Federal Transportation Improvement Program (FTIP) amendment that was federally approved May 12, 2014. The projects were eligible for funding authorization as of October 1, 2014.

Cycle 1 Active Transportation Program (ATP) projects were approved by the California Transportation Commission on August 20, 2014 (Statewide component) and November 12, 2014 (MPO component). The projects were then incorporated into FTIP amendments that were federally approved December 15, 2014 and February 9, 2015.

Transit projects were incorporated into a FTIP amendment that was federally approved October 5, 2015.

#### **Project Delivery Letters**

Project delivery letters for fiscal year 15/16 were discussed at the November 18, 2015 Project Accountability Team meeting and the January 6, 2016 Transportation Technical Advisory Committee. 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. In total, 17 projects have not yet been submitted for funding authorization representing a total of about \$10.4 million in federal programming.

Since \$4.3 million of the \$10.4 million identified is for CMAQ projects, there is a need to remind everyone about the Kern COG's Board approved CMAQ Substitution Policy and project list (March 20, 2014). In order not to lose federal-aid CMAQ transportation funding to the Kern region, Kern COG added substitution projects to fiscal year 16/17. The CMAQ Substitution Policy was specific in that the substitution projects were to be advanced within two prior years of the year programmed in order to get funding authorized. If the projects are not advanced, then the project will require a new application to be reviewed, ranked and prioritized as part of the next call for projects. The new cycle of CMAQ projects are scheduled for approval on April 21, 2016 and will render the current list of substitution projects null and void that do not have an approved E-76. So, there is limited time left to advance these projects.

Project Delivery Policy - Review of Projects in FY 15/16 of the 2015 FTIP	Arvin	Bakersfield	California City	Delano	Golden Empire Transit	Kern COG	Kern County	Maricopa/Caltrans	McFarland	Ridgecrest	Shafter	State	Taft	Tehachapi	Wasco
No. of projects	1	8	1	7	3	2	13	1	2	2	1	1	2	3	6
Projects submitted or approved	0	1	0	7	3	2	10	1	2	1	0	0	0	3	6
Letters received	1	7	1	0	0	0	3	0	0	1	1	1	2	0	0
Letters needed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Enclosure: Fiscal Year 2015/2016 project list dated 1/22/16  
Project Delivery Letters

ACTION: Information.

**Federal Transportation Improvement Program - Fiscal Year 2015/2016**  
**ATP, CMAQ, RSTP, Transit**

Lead	PIN	Project No./ Grant No.	Description	Federal FY 15/16 PE	Federal FY 15/16 CON	FY 15/16 Total	Date Expect to Submit	Note
Arvin	KER140401	STPL-5370(026)	IN ARVIN: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Varsity Ave)	\$0	\$434,557	\$562,698	Feb 2016	1
Bakersfield	KER140402	STPL-5109(218) (219)(220)	IN BAKERSFIELD: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Ashe Rd, Wilson Rd, Brundage Ln)	\$0	\$4,762,045	\$5,379,021	March 2016	1
Bakersfield	KER140507	CML-5109(217)	IN BAKERSFIELD: GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SAFER ROADS (Snow at Jewetta, Snow at Norris, Stockdale Hwy)	\$0	\$970,554	\$1,096,300	Feb 2016 (2) March 2016 (1)	1
Bakersfield	KER140508	CML-5109(221)	IN BAKERSFIELD: MOHAWK ST FROM TRUXTUN AVE TO CALIFORNIA AVE; CONSTRUCT MEDIAN ISLAND	\$0	\$265,590	\$300,000	March 2016	1
Bakersfield	KER151002		IN BAKERSFIELD: FRANK WEST ELEMENTARY SCHOOL; SAFE ROUTES TO SCHOOL IMPROVEMENTS	\$0	\$312,000	\$312,000	Jan 2016 (March CTC)	2a
Cal. City	KER140403	STPL-5399(024)	IN CALIFORNIA CITY: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Hacienda Blvd: Redwood)	\$0	\$281,078	\$317,496	March 2016	1
Delano	KER140404	STPL-5227(052)	IN DELANO: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (High St, Ellington St, Fremont St)	\$0	\$1,196,029	\$1,350,988	Jan 2016	2
Delano	KER141003	ATP-5227(053)	IN DELANO: SAFETY AND EDUCATION FOR AN ACTIVE DELANO SCHOOL COMMUNITY	\$0	\$362,000	\$362,000	Oct 2015 (Dec CTC)	3
Delano	KER150810		IN DELANO: OPERATING ASSISTANCE	\$0	\$915,618	\$1,831,237		1
Delano	KER150811		IN DELANO: PURCHASE OF THREE REPLACEMENT GAS DIAL-A-RIDE VANS (FTA Section 5307)	\$0	\$132,000	\$165,000		1
Delano	KER150812		IN DELANO: PURCHASE OF THREE REPLACEMENT GAS DIAL-A-RIDE VANS (FTA Section 5339)	\$0	\$140,250	\$165,000		1
GET	KER140502		IN BAKERSFIELD: ON THE CALIFORNIA STATE UNIVERSITY, BAKERSFIELD CAMPUS; CONSTRUCTION OF A PUBLIC TRANSIT CENTER	\$0	\$1,074,840	\$1,214,115	Jan 2016	1
GET	KER140503		IN BAKERSFIELD: EXPANSION OF PASSIVE SOLAR ELECTRIC CONVERSION SYSTEM	\$0	\$1,437,992	\$1,624,300	Jan 2016	1
GET	KER150806		IN BAKERSFIELD: PURCHASE OF 24 REPLACEMENT CNG BUSES	\$0	\$11,520,000	\$14,400,000	Jan 2016	1
<b>NOTES</b>	Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved. 2a. Allocation request to CTC. A. Amendment pending							

**Federal Transportation Improvement Program - Fiscal Year 2015/2016**  
**ATP, CMAQ, RSTP, Transit**

Lead	PIN	Project No./ Grant No.	Description	Federal FY 15/16 PE	Federal FY 15/16 CON	FY 15/16 Total	Date Expect to Submit	Note
KCOG	KER140414		IN KERN COUNTY: REGIONAL TRAFFIC COUNT PROGRAM	\$0	\$79,677	\$90,000	Jan 2016	2
KCOG	KER140501		IN KERN COUNTY: RIDESHARE PROGRAM	\$0	\$201,534	\$227,645	Jan 2016	2
Kern Co.	KER140405		IN KERN COUNTY: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Rowlee Rd)	\$0	\$1,466,238	\$2,108,238	Jan 2016	1
Kern Co.	KER140506		IN BAKERSFIELD: GROUPED PROJECTS FOR INTERSECTION SIGNALIZATION (Fruitvale Ave, Cottonwood Rd at Feliz Dr, Merle Haggard Dr, Cottonwood Rd at Belle Terrace, Allen Rd)	\$0	\$1,000,000	\$1,250,000	Jan 2016 (4) Feb 2016 (1)	1
Kern Co.	KER140509		IN KERN COUNTY: GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS (California City Blvd, Sycamore Rd, Pond Rd)	\$0	\$3,199,027	\$3,950,000	Jan 2016 (2) March 2016 (1)	1
Kern Co.	KER141004		NORTH OF BAKERSFIELD: HIGHLAND ELEMENTARY; CONSTRUCT PEDESTRIAN IMPROVEMENTS	\$0	\$275,000	\$330,000	Nov 2015 (Jan CTC)	2a
Kern Co.	KER141005		IN BAKERSFIELD: HORACE MANN ELEMENTARY; CONSTRUCT PEDESTRIAN IMPROVEMENTS	\$0	\$310,000	\$372,000	Jan 2016 (March CTC)	2a
Kern Co.	KER151003		IN BAKERSFIELD: STIERN MIDDLE SCHOOL; CONSTRUCT PEDESTRIAN IMPROVEMENTS	\$0	\$125,000	\$150,000	Nov 2015 (Jan CTC)	2a
Kern Co.	KER151004		IN KERN COUNTY: MOJAVE; CONSTRUCT PEDESTRIAN IMPROVEMENTS	\$0	\$249,000	\$640,000	May 2016 (June CTC)	1
McFarland	KER140406	STPL-5343(007)	IN MCFARLAND: KERN AVE: 2ND ST TO 3RD ST; LANDSCAPING AND PEDESTRIAN IMPROVEMENTS	\$0	\$262,720	\$358,659		A
McFarland	KER140510	CML-5343(006)	IN MCFARLAND: ALONG ELMO HWY AND BROWNING RD; PAVE SHOULDERS AND INSTALL CLASS II BIKE LANE FACILITIES	\$0	\$242,592	\$274,023	Dec 2015	3
Ridgecrest	KER140407	STPL-5385(056)	IN RIDGECREST: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (S. China Lake: Bowman to College Heights)	\$0	\$588,497	\$664,744	Jan 2016	1
Ridgecrest	KER140512	CML-5385(055)	IN RIDGECREST: NORTH WARNER ST FROM DRUMMOND AVE TO WEST HOWELL AVE; SURFACE UNPAVED STREET	\$0	\$231,769	\$261,798	April 2016	1
Shafter	KER140409		IN SHAFTER: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Beech at Lerdo)	\$0	\$182,000	\$205,581	Feb 2016	1
<b>NOTES</b> Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved. 2a. Allocation request to CTC. A. Amendment pending								

**Federal Transportation Improvement Program - Fiscal Year 2015/2016**  
**ATP, CMAQ, RSTP, Transit**

Lead	PIN	Project No./ Grant No.	Description	Federal FY 15/16 PE	Federal FY 15/16 CON	FY 15/16 Total	Date Expect to Submit	Note
State	KER140410	STPL-6206(024)	IN MARICOPA: SR 33 AT STANISLAUS ST; INSTALL RECTANGULAR RAPID FLASHING BEACON NEAR PEDESTRIAN CROSSING	\$0	\$30,985	\$35,000	done	3
State	KER140511		SOUTH OF BAKERSFIELD: SR 223 AT SR 184/WHEELER RIDGE RD; OPERATIONAL IMPROVEMENT	\$0	\$750,000	\$1,500,000	July 2016	1
Taft	KER140411	STPL-5193(038)	IN TAFT: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Church St)	\$0	\$198,770	\$224,524	Feb 2016	1
Taft	KER140513	CML-5193(037)	IN TAFT: SUPPLY ROW ST BETWEEN S 4TH ST AND S 6TH ST; CONSTRUCT PARK-AND-RIDE	\$0	\$363,457	\$410,547	March 2016	1
Tehachapi	KER140412		IN TEHACHAPI: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION	\$0	\$315,110	\$355,937		A
Tehachapi	KER141006		IN TEHACHAPI: SOUTHSIDE OF VALLEY BLVD FROM 110' WEST OF MULBERRY ST TO 95' EAST OF MILL ST; CONSTRUCT CLASS I BIKE PATH	\$0	\$1,156,000	\$1,156,000	Nov 2015 (Jan CTC)	2a
Tehachapi	KER151005	ATPL-5184(026)	IN TEHACHAPI: VARIOUS LOCATIONS; SAFE ROUTES TO SCHOOL IMPROVEMENTS	\$0	\$780,000	\$780,000	Nov 2015 (Jan CTC)	2a
Wasco	KER140413		IN WASCO: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Griffith Ave)	\$0	\$567,412	\$640,928	Jan 2016	2
Wasco	KER141007	ATP-5287(040)	IN WASCO: PALM AVE ELEMENTARY SCHOOL; CONSTRUCT PEDESTRIAN INFRASTRUCTURE IMPROVEMENTS	\$0	\$410,000	\$410,000	Oct 2015 CTC	2a
Wasco	KER141008	ATP-5287(041)	IN WASCO: TERESA BURKE ELEMENTARY SCHOOL & FILBURN AVE; CONSTRUCT BIKE & PEDESTRIAN IMPROVEMENTS	\$0	\$1,570,000	\$1,570,000	Jan 2016 (March CTC)	2a
Wasco	KER151006	(044)	IN WASCO: KARL CLEMENS & THOMAS JEFFERSON SCHOOLS; CONSTRUCT PEDESTRIAN IMPROVEMENTS	\$0	\$273,000	\$273,000	Aug 2015	3
Wasco	KER151007	ATP-5287(043)	IN WASCO: JOHN L PRUEITT SCHOOL; CONSTRUCT BIKE & PEDESTRIAN IMPROVEMENTS	\$0	\$420,000	\$420,000	Jan 2016 (March CTC)	2a
Wasco	KER151008	(042)	IN WASCO: SR 43; CONSTRUCT PEDESTRIAN LIGHTING	\$0	\$530,000	\$530,000	Aug 2015	3

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

**NOTES** A. Amendment pending



# CITY OF ARVIN

January 15, 2016

MAYOR  
Jose Flores

MAYOR PRO TEM  
Jose Gurrola, Jr.

COUNCIL MEMBERS  
Erika Madrigal  
Jess Ortiz  
Jazmin Robles

CITY MANAGER  
Alfonso Noyola

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

Re: KER140401 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 15<sup>th</sup>. Since the City of Arvin does not plan to submit project KER140401 by the end of January for funding authorization, the following is provided as the City of Arvin response:

Varsity Ave from Comanche Dr to Campus Dr; reconstruction

- Funding program: Regional Surface Transportation Program
- Total cost of project: \$562,698
- Federal share of project: \$482,000
- Reason for delay: Project funding coordination to deobligate funds from a previous project and obligate them to the Varsity Ave project
- Revised submittal date: February 26, 2016

Should you have any questions, contact Jeff Cowart at (661) 616-2600 or [jeffc@quadknopf.com](mailto:jeffc@quadknopf.com).

Sincerely,

Alfonso Noyola  
City Manager

January 15, 2016

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

Re: **KER140402** 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 15<sup>th</sup>. Since City of Bakersfield – Public Works does not plan to submit project **KER140402** by the end of January for funding authorization, the following is provided as City of Bakersfield – Public Works response:

Pavement Rehabilitation on:

- Ashe Road from Ming Avenue to Stockdale Highway
- Brundage Lane from Union Avenue to Washington Street
- Wilson Road from Wible Road to South H Street

Funding program: Regional Surface Transportation Program

Project	Federal Funds	Local Share	Total Project Cost
Ashe Road	\$1,562,782	\$201,180	\$1,753,962
Wilson Road	\$1,094,796	\$141,843	\$1,236,639
Brundage Lane	\$2,114,467	\$273,953	\$2,388,420

- Reason for delay: The project delivery is delayed due to the lengthy time needed by Caltrans to clear our Environmental documents. The City also could not move

forward with the design as we waited for the results of the soils analysis for all the project areas.

- Revised submittal date: March 31, 2016

Should you have any questions, contact Joe Catalan at 661-326-3468 or [jcatalan@bakersfieldcity.us](mailto:jcatalan@bakersfieldcity.us).

By:   
**Navdip Grewal**  
Engineer IV

January 15, 2016

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

**Re: KER140507 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 15<sup>th</sup>. Since the City of Bakersfield does not plan to submit project KER140507 by the end of January for funding authorization, the following is provided as the City of Bakersfield's response: Two combined Safety Improvements –Safer Roads projects: 1) Snow Rd at Jewetta Ave; signal and Jewetta Ave: Snow Rd to Olive Dr, interconnect, and 2) Snow Rd at Norris Rd; signal and Snow Rd: Norris Rd to Calloway Dr; Snow Rd to Norris Rd; interconnect.

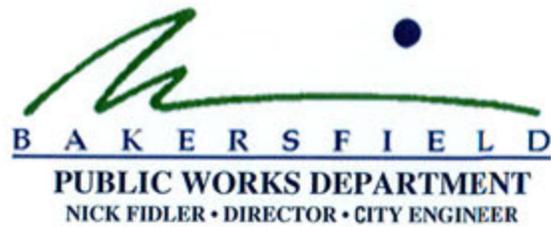
- Funding program: Congestion Mitigation Air Quality (CMAQ)
- Total cost of project: \$589,300.00
- Federal share of project: \$521,707.00
- Reason for delay: Due to delay of receiving final Environmental Categorical Exclusion clearance, backlog acquiring topographic survey information due to high volume of projects, as well as private property right of way acquisition.
- Revised submittal date: February 29<sup>th</sup>, 2016.

Should you have any questions, contact Robert L. Tablit at (661) 331-5227 or [Rtablit@bakersfieldcity.us](mailto:Rtablit@bakersfieldcity.us).

Very truly yours,  
NICK FIDLER  
Public Works Director

By:   
**Navdip S. Grewal**  
Civil Engineer IV

c: Ted Wright, Louis Sun, Robert Tablit, Reading File



01/22/16

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

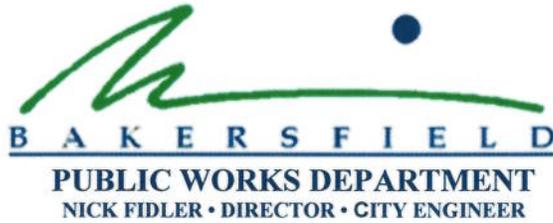
Re: KER140507 Revised Submittal Schedule

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 15<sup>th</sup>. Since the City of Bakersfield does not plan to submit project KER140507 by the end of January for funding authorization, the following is provided as the City of Bakersfield's response:

KER140507 - Stockdale Hwy: Allen to Coffee

- Funding program: CMAQ
- Total cost of project: \$507,000
- Federal share of project: \$448,847
- Reason for delay: Project still in design, need additional survey/utility information
- Revised submittal date: March 25, 2016

Should you have any questions, contact John Ussery at 661-326-3581 or at [jussery@bakersfieldcity.us](mailto:jussery@bakersfieldcity.us).



January 15, 2016

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

**Re: KER140508 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 15<sup>th</sup>. Since the City of Bakersfield does not plan to submit project KER140508 by the end of January for funding authorization, the following is provided as the City of Bakersfield's response:

Construct Median Island on Mohawk St. between California Avenue and Truxtun Avenue. CML 5109 (221)

- Funding program: CMAQ Congestion Mitigation & Air Quality Improvement Program
- Total cost of project: \$300,000
- Federal share of project: \$265,590
- Reason for delay: Due to environmental delays caused by Caltrans for the C.E. Document, staff got a late start to the design of the project.
- Revised submittal date: March 31, 2016.

Should you have any questions, contact Bill McClure at 661-326-3087 or [bmclure@bakersfieldcity.us](mailto:bmclure@bakersfieldcity.us).

Very truly yours,  
NICK FIDLER  
Public Works Director

By:   
**Navdip S. Grewal**  
Civil Engineer IV

c: Ted Wright, Aaron McWilliams, Bill McClure, Dan Cestone, Reading File



Incorporated 1965

# City of California City



City Hall

PHONE (760) 373-8661

21000 HACIENDA BLVD. - CALIFORNIA CITY, CALIFORNIA 93505



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

January 13, 2016

Re: KER140403 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 15<sup>th</sup>. Since City of California City does not plan to submit project KER140403 by the end of January for funding authorization, the following is provided as City of California City response:

IN CALIFORNIA CITY: HACIENDA BLVD. FROM REDWOOD BLVD. TO APPROXIMATELY 1,250 FT SOUTH OF REDWOOD BLVD. – RECONSTRUCTION

- Funding program: RSTP
- Total cost of project: \$361,461
- Federal share of project: \$320,000
- Reason for delay: The City decided to extend the original project limits; this has resulted in more staff time to design and complete the construction plans for the project. The original project limits were on Hacienda Blvd. from Redwood Blvd. to approximately 1,250 feet south of Redwood Blvd. The new project limits are from Redwood Blvd. to Forest Blvd. This extension of the project's southern limit is approximately 1,250 feet, for a total project limit of approximately 2,500 feet. The expanded project limits will provide better connectivity by completing the entire corridor and not leaving gaps, from Redwood Blvd. to Forest Blvd.; in addition to consistency in roadway characteristics.
- Revised submittal date: 03/31/16

Should you have any questions, contact Juan Pantoja at (661) 323-6045 or [jpantoja@heltengineering.com](mailto:jpantoja@heltengineering.com)



**ADMINISTRATION & ACCOUNTING  
OPERATIONS & MAINTENANCE  
BUILDING & DEVELOPMENT  
ENGINEERING**

Phone: (661) 862-8850  
FAX: (661) 862-8905  
Toll Free: (800) 552-5376 Option 5  
TTY Relay: (800) 735-2929

January 15, 2016

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

Re: KER140506 Revised Submittal Schedule

Kern Council of Governments' Project Delivery Policy for local projects requires that agencies submit for funding authorization by the end of the month of January. If an agency does not submit by January, then that agency sends a revised submittal schedule to Kern COG by January 15<sup>th</sup>. Since Kern County does not plan to submit project KER140506 by the end of January for funding authorization, the following is provided as Kern County's response:

Intersection Signalization – Merle Haggard Dr. and McCray St.

- Funding program: CMAQ
- Total cost of project: \$225,912
- Federal share of project: \$200,000
- Reason for delay: Environmental clearance delayed due to "Hot Spot" review requirement. Expect clearance by mid February
- Revised submittal date: February 29, 2016

Should you have any questions, contact Samuel Lux at 661-862-8858 or [luxs@co.kern.ca.us](mailto:luxs@co.kern.ca.us).

Respectfully,

A handwritten signature in black ink that reads "Samuel Lux".

Samuel Lux, PE  
Engineering Manager - Design  
Engineering Division  
Public Works Department  
County of Kern  
(661)862-8858 (Office)  
(661)706-2064 (Cell)



**ADMINISTRATION & ACCOUNTING  
OPERATIONS & MAINTENANCE  
BUILDING & DEVELOPMENT  
ENGINEERING**

Phone: (661) 862-8850  
FAX: (661) 862-8905  
Toll Free: (800) 552-5376 Option 5  
TTY Relay: (800) 735-2929

January 15, 2016

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

Re: KER140509 Revised Submittal Schedule

Kern Council of Governments' Project Delivery Policy for local projects requires that agencies submit for funding authorization by the end of the month of January. If an agency does not submit by January, then that agency sends a revised submittal schedule to Kern COG by January 15<sup>th</sup>. Since Kern County does not plan to submit project KER140509 by the end of January for funding authorization, the following is provided as Kern County's response:

Shoulder Improvements – California City Boulevard

- Funding program: CMAQ
- Total cost of project: \$200,495
- Federal share of project: \$1,547,500
- Reason for delay: Environmental clearance delayed currently under Federal review. Expect clearance by mid-February/early March
- Revised submittal date: March 28, 2016

Should you have any questions, contact Samuel Lux at 661-862-8858 or [luxs@co.kern.ca.us](mailto:luxs@co.kern.ca.us).

Respectfully,

A handwritten signature in black ink, appearing to read "Samuel Lux", is written over a white background.

Samuel Lux, PE  
Engineering Manager - Design  
Engineering Division  
Public Works Department  
County of Kern  
(661)862-8858 (Office)  
(661)706-2064 (Cell)



**ADMINISTRATION & ACCOUNTING  
OPERATIONS & MAINTENANCE  
BUILDING & DEVELOPMENT  
ENGINEERING**

Phone: (661) 862-8850  
FAX: (661) 862-8905  
Toll Free: (800) 552-5376 Option 5  
TTY Relay: (800) 735-2929

January 21, 2016

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

Re: KER151004 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 15<sup>th</sup>. Since the County of Kern does not plan to submit project KER151004 by the end of January for funding authorization, the following is provided as the County of Kern response:

Mojave Pedestrian Path Improvements

- Funding program: ATP
- Total cost of project: \$640,000
- Federal share of project: \$249,000
- Reason for delay: Need additional time to work through the Caltrans permitting process to obtain the required Right of Way Certification.
- Revised submittal date: June 29, 2016

Should you have any questions, contact Samuel Lux at 661-862-8858 or [luxs@co.kern.ca.us](mailto:luxs@co.kern.ca.us).

Respectfully,

Samuel Lux, PE  
Engineering Manager - Design  
Engineering Division  
Public Works Department  
County of Kern  
(661)862-8858 (Office)  
(661)706-2064 (Cell)



## CITY OF RIDGECREST

Telephone 760 499-5083

FAX 760 499-1580

100 West California Avenue, Ridgecrest, California 93555-4054

Dennis Speer, Director Public Works

January 14, 2016

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

Re: KER140512 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 15<sup>th</sup>. Since the City of Ridgecrest does not plan to submit project KER140512 by the end of January for funding authorization, the following is provided as Ridgecrest's response:

IN RIDGECREST: NORTH WARNER ST FROM DRUMMOND AVE TO WEST HOWELL AVE; SURFACE UNPAVED STREET

- Funding program: CMAQ
- Total cost of project: \$307,328
- Federal share of project: \$272,076
- Reason for delay: Right of Way Acquisition and certification is on-going and will exceed the January 31<sup>st</sup> date.
- Revised submittal date: April 30, 2016

Should you have any questions, contact Jeff Cowart, P.E., at 661-616-2600 or [jeffc@quadknopf.com](mailto:jeffc@quadknopf.com).

Sincerely,

Dennis Speer, P.E.  
Public Works Director  
Ridgecrest, California



336 Pacific Avenue • Shafter, California 93263

January 7, 2016

Ahron Hakimi  
Kern Council of Governments  
1401 19<sup>th</sup> Street, Suite 300  
Bakersfield, CA 93301

RE: KER140409 REVISED SUBMITTAL SCHEDULE

Dear Mr. Hakimi:

Kern Council of Governments' Project Delivery Policy for local projects requires that agencies submit for funding authorization by the end of the month of January. If an agency does not submit by January, then that agency sends a revised submittal schedule to Kern COG by January 15<sup>th</sup>. Since the City does not plan to submit project KER140409 by the end of January for funding authorization, the following is provided to Kern COG as its submittal plan:

PROJECT DESCRIPTION

- **Funding Program:** Regional Surface Transportation Program
- **Total Cost Of Project:** \$205,581
- **Federal Share Of Project:** \$182,000
- **Reason For Delay:** Finalizing Right-Of-Way Certifications and PES Forms
- **Revised Submittal Date:** 02-12-2016

Should you have any questions, contact Alex Gonzalez at 661-746-5002 or email at [agonzalez@shafter.com](mailto:agonzalez@shafter.com). Thank you.

Sincerely,

Michael James  
Public Works Director

**DEPARTMENT OF TRANSPORTATION****DISTRICT 6**

1352 WEST OLIVE AVENUE  
P.O. BOX 12616  
FRESNO, CA 93778-2616  
PHONE (559) 287-2128  
FAX (661) 852-2195  
TTY 711  
www.dot.ca.gov



*Serious drought.  
Help save water!*

January 20, 2016

**Mr. Ahron Hakimi**

Kern Council of Governments  
1401 19<sup>th</sup> St, Suite 300  
Bakersfield, Ca 93301

**RE: KER140511 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 31, then that agency sends a revised submittal schedule to Kern COG by January 15. Since Caltrans does not plan to submit project KER140511 by the end of January for funding authorization, the following is provided as Caltrans response:

**Project Description:** KER140511 South of Bakersfield: SR 223 at 184/Wheeler Ridge Road;  
Operational Improvement

**Funding Program:** CMAQ; Caltrans SHOPP

**Total cost of Project:** \$2.7M

**Federal Share of Project:** \$750,000.00

**Reason for Delay:** Right of Way acquisition is causing delay; one property owner may go to condemnation proceedings.

**Revised Submittal Date:** July 1, 2016

If you have any further questions, please contact name, Paul Pineda, Project Manager at 559-287-2128.

Sincerely,

A handwritten signature in blue ink, appearing to read "Paul N. Pineda".

PAUL N. PINEDA  
Project Manager  
Caltrans D06-PPM



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

January 13, 2016

Re: KER140411 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 15<sup>th</sup>. Since City of Taft does not plan to submit project KER140411 by the end of January for funding authorization, the following is provided as City of Taft response:

IN TAFT: CHURCH ST. FROM PILGRIM ST. TO LASSEN AVE.; REHABILITATION

- Funding program: RSTP
- Total cost of project: \$244,347
- Federal share of project: \$216,000
- Reason for delay: As part of the project scope the City of Taft will rehabilitate the existing curb ramps to meet current ADA Standards. At this time the City's crews are still working on the retrofit of the ramps. It is desirable to advertise the project for Construction bids after the City has completed retrofit of the curb ramps, since this results in a more efficient project delivery.
- Revised submittal date: 02/29/16

Should you have any questions, contact Juan Pantoja at (661) 323-6045 or [jpantoja@heltengineering.com](mailto:jpantoja@heltengineering.com)

Sincerely,

Craig Jones  
City Manager



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

January 13, 2016

Re: KER140513 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 15<sup>th</sup>. Since City of Taft does not plan to submit project KER140513 by the end of January for funding authorization, the following is provided as City of Taft response:

IN TAFT: SUPPLY ROW ST. BETWEEN S. 4<sup>TH</sup> ST. AND S. 6<sup>TH</sup> ST. – CONSTRUCT PARK-AND-RIDE

- Funding program: CMAQ
- Total cost of project: \$507,744
- Federal share of project: \$449,505
- Reason for delay: The City has decided to relocate the location of the Park & Ride parking lot just east of the original proposed location to a more accommodating location which provides for a better grading plan and is more suitable to future City needs. Because of this relocation the project had to be reevaluated for Environmental clearance by Caltrans Local Assistance. Currently, the project is being re-designed to the new location and a PM10 and PM2.5 Hot-spot Conformity Assessment is being circulated for Interagency Consultation as part of the environmental clearance process.
- Revised submittal date: 03/31/16

Should you have any questions, contact Juan Pantoja at (661) 323-6045 or [jpantoja@heltengineering.com](mailto:jpantoja@heltengineering.com)

Sincerely,

Craig Jones  
City Manager



# IV. G. TPPC

February 18, 2016

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi,  
Executive Director

By: Raquel Pacheco,  
Regional Planner

SUBJECT: TPPC AGENDA NUMBER IV. CONSENT CALENDAR ITEM G.  
REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) –  
FINAL PROGRAM OF PROJECTS

**DESCRIPTION:**

The Final RSTP Program of Projects includes \$20.5 million for member agency projects. The Transportation Technical Advisory Committee (TTAC) has reviewed this item.

**DISCUSSION:**

**Timeline**

On January 6, 2016, the Draft Regional Surface Transportation Program (RSTP) Program of Projects was distributed. The next task is to request approval of the final program of projects as shown below:

**DRAFT RSTP Call for Projects Timeline (4/16/15)**

Date	Task
January 2016	Present Draft Program of Projects to TTAC and TPPC
February 2016	Approve Final Program of Projects and introduction into FTIP

**Staff Recommendation**

No changes have been made to the Draft RSTP Program of Projects that was presented in January. A Final Program will be presented for approval at the February 18, 2016 Kern COG Board meeting. The approved RSTP Program of Projects will then be incorporated into an amendment to the 2015 Federal Transportation Improvement Program (FTIP) scheduled for public review in March 2016 and into the Draft 2017 FTIP.

Kern COG recommends approval of the RSTP Program of Projects.  
The TTAC recommends approval of the RSTP Program of Projects.

Enclosure: "Draft 2015 RSTP Program of Projects"

**ACTION:**

Approve the Final RSTP Program of Projects. VOICE VOTE.

### DRAFT 2015 RSTP Program of Projects Summary

Lead	Project	2016-17		2017-18		Total	
		RSTP	LOCAL	RSTP	LOCAL	RSTP	LOCAL
Available Apportionment by Year		\$10,285,441		\$10,285,441		\$20,570,882	
Arvin	IN ARVIN: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	\$38,850	\$5,034	\$444,364	\$60,307	\$483,214	\$65,341
Bakersfield	IN BAKERSFIELD: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	\$4,327,000	\$560,609	\$4,326,998	\$560,611	\$8,653,998	\$1,121,220
Cal. City	IN CALIFORNIA CITY: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	\$41,269	\$5,347	\$270,731	\$38,067	\$312,000	\$43,414
Delano	IN DELANO: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	\$701,929	\$90,948	\$536,061	\$69,456	\$1,237,990	\$160,404
Kern Co.	IN KERN COUNTY: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	\$4,506,177	\$583,823	\$2,797,548	\$362,452	\$7,303,725	\$946,275
McFarland	IN MCFARLAND: SOUTHSIDE OF W. KERN AVE; 3RD ST TO 4TH ST; LANDSCAPING AND PEDESTRIAN IMPROVEMENTS	\$31,974	\$4,143	\$292,026	\$46,259	\$324,000	\$50,402
Ridgecrest	IN RIDGECREST: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	\$22,654	\$2,936	\$651,326	\$84,387	\$673,980	\$87,323
Shafter	IN SHAFTER: GROUPED PROJECT FOR NON-CAPACITY WIDENING (NO ADDITIONAL TRAVEL LANES)	\$206,000	\$26,690	\$0	\$0	\$206,000	\$26,690
	IN SHAFTER: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	\$0	\$0	\$206,000	\$26,690	\$206,000	\$26,690
Taft	IN TAFT: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	\$27,410	\$6,836	\$182,590	\$45,534	\$210,000	\$52,370
Tehachapi	IN TEHACHAPI: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	\$335,338	\$56,062	\$0	\$0	\$335,338	\$56,062
Wasco	IN WASCO: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	\$46,840	\$6,069	\$577,797	\$83,562	\$624,637	\$89,631

	2016-17		2017-18		Total	
	RSTP	LOCAL	RSTP	LOCAL	RSTP	LOCAL
Total RSTP Requested	\$10,285,441	\$1,348,497	\$10,285,441	\$1,377,325	\$20,570,882	\$2,725,822
Balance of Available Apportionment / programmed	\$0		\$0		\$0	

Kern COG: Regional Traffic Count Program - approved under separate action	\$79,677	\$10,323	\$79,677	\$10,323	\$159,354	\$20,646
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February 18, 2016

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi,  
Executive Director

By: Raquel Pacheco,  
Regional Planner

SUBJECT: TPPC AGENDA NUMBER IV. CONSENT CALENDAR ITEM H  
CONGESTION MITIGATION AIR QUALITY (CMAQ) –  
WORKSHOP #2 FOLLOW-UP

DESCRIPTION:

Transportation Technical Advisory Committee members reviewed the City of Shafter's CMAQ applications provided at the December 14, 2015 CMAQ Workshop and participated in CMAQ Workshop #2 on January 11, 2016 as part of the peer review process. The TTAC has reviewed this item.

DISCUSSION:

**Project Analysis**

Kern COG staff considers the following factors in the development of a proposed CMAQ Program of Projects:

- Use of Kern COG CMAQ Policy and Procedures for technical analysis;
- Use of Federal Highway Administration CMAQ Program Guidance for eligibility criteria;
- Use of Air Resources Board's methodology for calculating emission reduction and cost-effectiveness;
- Programming all available federal funds estimated by Caltrans; and
- Leveraging other possible funds available from outside sources.

Kern COG staff continues to complete its review of applications to clarify the following concerns:

- Purpose and need issues;
- Potentially ineligible project elements;
- Emission calculation inputs and formulas;
- Cost effectiveness calculation issues; and
- Verification of cost estimates.

The TTAC Summary of Comments for the City of Shafter's applications were provided at the January 11, 2016 CMAQ Workshop #2. At the workshop, it was decided to postpone the decision to start the ranking process until after receiving the City of Shafter's response to comments. The City of Shafter submitted their response to comments on January 21, 2016 (See Attachment 1).

### **Kern COG's Follow-up Items**

Kern COG staff has reviewed the responses provided and offers the following observations:

**Item 1** – The E-76 provided for the 2011 City of Shafter Intermodal Rail Facility Expansion project is not the latest E-76 approved. There was a modification (AMOD) to the E-76 and is provided as Attachment 2. Kern COG requested supporting documentation to gain a lengthier description for the initial project than identified in the E-76 (supporting documentation are documents that are submitted to Caltrans to receive E-76 approval, i.e. Project Environmental Study, etc.) in order to differentiate the 2011 project from the current request.

**Item 2** – The City of Shafter has not completed the existing 2011 CMAQ cycle Intermodal Rail Facility Expansion project. The City of Shafter's response regarding the current request for an additional Intermodal Rail Facility Expansion project does not sufficiently validate the expansion.

**Item 3** – Per Kern COG's CMAQ Policy, the cost differential only applies to projects in CMAQ Category 2 Alternative Fuels Vehicle Projects – Partnership Program with school districts. The City of Shafter's Locomotive project would be eligible for the 88.53% CMAQ reimbursement. Kern COG staff is providing the report generated from the ARB Access database representing the full cost of the project in the Attachment 3.

### **Approved Action**

On February 3, 2016, the TTAC approved the following action as part of the peer review process: The City of Shafter Intermodal Rail Facility Expansion project will be considered as part of the ranked list of projects for this CMAQ call for projects cycle with zero emission reduction values. The City of Shafter Locomotive project will be considered as part of the ranked list of projects for this CMAQ call for projects cycle with the "OFF-ROAD PROJECTS" report in Attachment 1 that identifies a \$446,311 CMAQ request and an associated cost-effectiveness. Direct Kern COG staff to start the ranking process and circulate the Draft CMAQ Program of Projects for review in March. Final approval expected in April.

Attachment 1 – Shafter CMAQ Response  
Attachment 2 – E-76 AMOD  
Attachment 3 – Shafter Locomotive ARB Report

### **ACTION:**

Information.

## **Attachment 1 – Shafter CMAQ Response**



336 Pacific Avenue • Shafter, California 93263

January 21, 2016

Raquel Pacheco, Regional Planner III  
Kern Council of Governments  
1401 19<sup>th</sup> Street, Ste 300  
Bakersfield, CA 93301

RE: Shafter 2015 CMAQ Program Applications for Shafter Intermodal Rail Facility  
Expansion and Facility Expansion and Yard Locomotive Acquisition -- Response to  
Comments Received January 11, 2016

Dear Ms Pacheco:

Please find enclosed the responses to the comments and supporting documents requested regarding the City of Shafter 2015 CMAQ Program Applications for the Shafter Intermodal Rail Facility Expansion and the Yard Locomotive Acquisition Projects received on January 11, 2016. In an effort to reduce the number of redundant responses, similar questions were grouped and provided with a single response. For reference, the corresponding number from the original list of comments has been included in the left column. If you have any questions, please do not hesitate to contact me or Wayne Clausen at (661) 746-5002.

Sincerely,

Suzanne Forrest  
Senior Planner

Attachments



25	<p>short, what is the cargo capacity of the current facility? That value should be subtracted from the 300 count. Further, what portion of the 300 trucks were assumed in the initial application/construction?</p> <p><b>KernCOG</b> On a daily average, how many existing trains arrive at the facility and what is the capacity of cargo? The existing capacity should be subtracted from the 300 units in the calculation.</p>	
3  5	<p><b>Bakersfield</b> It is not explained in the application how the number of 300 truck trips was derived. There is no justification in the document for this assumption.</p> <p><b>Bakersfield</b> For the "After Condition" emission calculations, it appears that the only item used is a single unit train with 3 locomotives. If the additional track is laid, one unit train per day will replace all baseline 300 truck trips? Also, it is shown that the newly proposed track will increase the number of freight trains through the City of Shafter, thereby increasing the number of unit trains; that increase was not accounted for in the calculations.</p>	Current projections consider transit only from the Port of Los Angeles and estimates that 300 containers (the equivalent of 300 HHDT trips) not currently handled by rail will be replaced by a single unit train.
4          7	<p><b>Bakersfield</b> At the December TTAC CMAQ workshop, Shafter representatives indicated that for the last CMAQ cycle, Shafter had agreed to take less than the full project amount after discussions with the County of Kern. Based on comments from Kern COG staff, there is obviously some disagreement about the "project" that was approved (a complete facility, or only the 60% facility that exists today). In order to get the federal E76 for construction funding approved, the project design must be complete at the time of the E76 application for construction funding. If the project was completely designed at that time, why did the City of Shafter not go after other unspent CMAQ funds from other regions (which KernCOG staff urged all KernCOG agencies to do) to make up the funding difference? Or is only the 60% constructed project design completed and not the 100% project?</p> <p><b>Tehachapi</b> Shafter indicated at the recent meeting (12/14/15), that they never intended to construct the entire project in the 12/13, 13/14 CMAQ cycle. They stated that their application showed the full project only because they made a last minute change to the scope and funding amount in order to allow other agencies to have a portion of the available funding. However, under <b>Project Description</b>, they indicate that their E-76</p>	<p>The original project application that was submitted to Kern COG in 2011 was for a complete project assuming 100% funding. When the reduced funding amount was approved by the Kern COG Board, the project design was scaled back to a level consistent with the funding provided. It was the reduced scale project that was submitted to CalTrans in the Request for Authorization package that received the E-76 Authorization to Proceed, and that was constructed.</p> <p>The requested E-76, as well as the Program Supplement Agreement and the project footprint map, as constructed, are attached.</p>

24	<p>and environmental document were also prepared for the entire project. If true, this is evidence that KCOG staff's recollection is accurate, that being that all parties believed the entire 13,300 feet of track were going to be constructed for the original grant sum of \$3.67 million. Would Shafter please provide a copy of their original E-76 so we can review what they originally told Caltrans they would be building for the original allocation?</p> <p><b>Kern COG</b> From the December 2015 Workshop, it was established, and confirmed by City of Shafter staff, that this project is a subset of the 2011 Rail Facility Expansion project. The emissions reductions have already been reported as part of the 2011 project. Please provide copy of supporting documentation from the Request for Authorization for the 2011 project.</p>	
6  12	<p><b>Bakersfield</b> There is no data provided to support some of the assumptions used for unit train calculation modeling, such as train speed and the number of locomotives present on a unit train. Some of these assumptions do not seem reasonable.</p> <p><b>Tehachapi</b> The unit train average speed seems high. Based on the 40 mph average, the calculations suggest the train would depart Shafter and reach the south County line in about 1.5 hours.</p>	<p>Model runs have been revised to adjust estimated train speed and to reflect only the travel distance within Kern County for both trains and trucks. Please be reminded that the trains and trucks do not travel on the same route.</p>
8	<p><b>Tehachapi</b> Under Project Description, the project is described as aiding the "growth" of logistics in the central Valley. CMAQ funds are not appropriately applied to mitigate growth but are restricted to improve congestion and air quality relative to existing conditions.</p>	<p>The City of Shafter believes that the removal of a significant number of HHDT traffic on local and regional roadways resulting in a reduction in congestion and wear and tear on local roads falls within the CMAQ mandate to "assist the region in reducing mobile emissions and help meet federal air quality standards" per the Kern COG Project Deliver Policies and Procedures Manual.</p>
10	<p><b>Tehachapi</b> What is the basis for believing that a full unit train will run every day? Are the current businesses producing enough freight to warrant the bigger trains? What portion of the 1 mile long unit train is produced each day?</p>	<p>As businesses locate in the industrial park, the volume of freight will continue to increase. Currently, the existing businesses generate approximately 85% of the capacity of a unit train. At this</p>

		time, agricultural commodities produced in the San Joaquin Valley are transported by HHDT. The Shafter Intermodal Rail Facility will provide the opportunity for those existing shipments to be delivered for export and/or for delivery outside the San Joaquin Valley via train.
11  26	<p><b>Tehachapi</b> The length of trip is based only upon the mileage inside of Kern County. This would reduce the trip length to about 50 miles from Shafter to the south county line and about 25 miles to the north county line.</p> <p><b>Kern COG</b> In the On-Road project calculations, VMT should only include the miles from the Shafter facility to within the <b>County of Kern</b>.</p>	The model runs for the project have been revised to reflect travel only within the boundaries of Kern County.
13	<p><b>Kern County</b> Calculations for emission reductions are based on the maximum size unit train that will fit on the proposed length of new rail construction (300 containers per unit train), operating 365 days per year.</p>	The size of the unit train is not dictated by the length of the track. The additional track proposed at the facility is needed to provide adequate space for the facility to accept incoming trains, store outgoing trains waiting for pickup by the BNSF, and to unload and reload trains. Additional track is also needed for maneuvering area within the facility. Since the cars can only be moved on track, adequate space is needed to efficiently operate the facility.
14	<p><b>Kern County</b> How many containers currently arrive at the industrial park each day?</p>	Approximately 330 containers are received daily by the existing facilities.
15	<p><b>Kern County</b> How many of those containers currently arrive by rail?</p>	At this time, the facility is only able to handle box cars, gondolas, and tank cars that are delivered to the facilities with existing rail access. The upgrades currently under construction will provide facilities to handle containers for businesses without direct rail access.

16	<b>Kern County</b> How long (in hours) is the average trip by rail from the Port of Los Angeles to Shafter?	Since emissions have been recalculated based on travel distance within Kern County, the trip length from the port is no longer relevant.
17	<b>Kern County</b> What is the current size, in square feet, of the occupied portion of the industrial park?	22,433,400-square-feet (515 acres)
18	<b>Kern County</b> What is the size, in square feet, of the ultimate leasable area of the industrial park?	Potentially 125,644,785-square-feet (2,884 acres). This includes both the existing Paramount Logistics Park and surrounding industrially zoned properties.
19	<b>Kern County</b> When does the City of Shafter anticipate that the industrial park will be completely occupied?	Unknown. Development of the area is driven by the economy and market forces beyond the control of the City of Shafter.
20	<b>Kern County</b> What commitment has been made by the current lessees to convert truck trips to train trips if the expansion of the rail yard is constructed?	Shipping decisions are made by the individual business operators and are typically based on rates and the specific service needs of individual business. The City of Shafter believes the rail terminal will provide a cost effective means of transporting goods.
21	<b>Kern County</b> What methods will the City of Shafter use to require that future lessees utilize trains instead of trucks for the delivery of goods to their distribution centers?	The City has no control over business decisions made by private industries since forces well beyond the borders of the City of Shafter influence shipping costs. The City believes the Intermodal Rail Facility will provide a cost effective and lower emission producing shipping option to existing and future tenants as well as other companies in the region.
22	<b>Kern County</b> Can you provide a layman's explanation as to how the rail facility operates? Specifically, why is it necessary to construct the additional lead track next to an existing track?	Sufficient track space is needed to accommodate at least one incoming unit train, one outgoing unit train, and one unit train being unloaded and reloaded. Additional track is needed to provide sufficient space to maneuver cars from one track to another and from the arrival track to track-

		adjacent facilities.
23	<p><b>Kern County</b>  In the Kern COG Project Delivery Policies &amp; Procedures Manual, Chapter 5 Congestion Mitigation and Air Quality Program (CMAQ), under Project Eligibility – Intermodal Freight, it states:  “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.” Has there been, or will there be, any private participation in this project?</p>	As indicated in the application, over \$20 million in public and private funding has been invested in land and infrastructure improvements at the facility, to date. Public and private investment is ongoing.
27	<p><b>Kern COG</b>  Emissions calculations are showing 365 days, are there cargo runs on weekends?</p>	Yes
28	<p><b>Kern COG</b>  Cannot replicate emissions factors. Provide reference.</p>	Emission factor source tables are attached.

**AUTHORIZATION / AGREEMENT SUMMARY - (E-76)**

**CALIFORNIA DEPARTMENT OF TRANSPORTATION**

**FEDERAL AID PROGRAM**

DLA LOCATOR: 06-KER-0-SHF  
 PREFIX: CML  
 PROJECT NO: 5281(016)  
 SEQ NO: 1  
 STATE PROJ NO: 0613000100L-N  
 AGENCY: SHAFTER  
 ROUTE:  
 TIP DATA  
 MPO: KCOG  
 FSTIP YR: 12/13  
 STIP REF: 204-0000-0684  
 DISASTER NO:  
 BRIDGE NO'S:

PROJECT LOCATION:  
 CITY RAIL SITE BETWEEN SEVENTH STD. RD. AND BURBANK AVE.  
 TYPE OF WORK:  
 INTERMODAL RAIL FACILITY EXPANSION  
 FED RR NO'S:  
 PUC CODES:  
 PROJ OVERSIGHT: DELEGATED/LOCAL ADMIN  
 ENV STATUS / DT: DELEG TO STATE SEC 6004 08/09/2013  
 RW STATUS / DT: 1 08/12/2013  
 INV RTE:  
 BEG MP:  
 END MP:

PREV AUTH / AGREE DATES:

PE:  
 R/W:  
 CON:  
 SPR:  
 MCS:  
 OTH:

<u>PROG CODE</u>	<u>LINE NO</u>	<u>IMPV TYPE</u>	<u>FUNC SYS</u>	<u>URBAN AREA</u>	<u>URB/RURAL</u>	<u>DEMO ID</u>
L40E	30	01	N	BAKERSFIELD	URBAN	

FUNDING SUMMARY

PHASE	PROJECT COST	FEDERAL COST	AC COST
PE	PREV. OBLIGATION	\$0.00	\$0.00
	THIS REQUEST	\$0.00	\$0.00
	SUBTOTAL	\$0.00	\$0.00
R/W	PREV. OBLIGATION	\$0.00	\$0.00
	THIS REQUEST	\$0.00	\$0.00
	SUBTOTAL	\$0.00	\$0.00
CON	PREV. OBLIGATION	\$0.00	\$0.00
	THIS REQUEST	\$3,348,478.00	\$2,964,408.00
	SUBTOTAL	\$3,348,478.00	\$2,964,408.00
<b>TOTAL:</b>	<b>\$3,348,478.00</b>	<b>\$2,964,408.00</b>	<b>\$0.00</b>

STATE REMARKS

08/12/2013 Seq#1: Request \$2,964,408 for CON funding.  
 08/13/2013 Seq#1: Obligate \$2,964,408.00 of L40E for CON. CENG is not requested and is not authorized. NAA

FEDERAL REMARKS

AUTHORIZATION

AUTHORIZATION TO PROCEED WITH REQUEST: CON  
 FOR: CON  
 DOCUMENT TYPE: AAGR

PREPARED IN FADS BY: PHENGDARA, DARAXAY  
 REVIEWED IN FADS BY: MAFI, PEDRAM  
 SUBMITTED IN FADS BY: ABDIN, NAHED  
 PROCESSED IN FADS BY: FOGLE, JERILYNN  
 APPROVED IN FMIS BY: VENESHIA SMITH

ON 08/12/2013 488-4379  
 ON 08/13/2013 653-7759  
 ON 08/13/2013 FOR CALTRANS  
 ON 08/13/2013 FOR FHWA  
 ON 08/16/2013

SIGNATURE HISTORY FOR PROJECT NUMBER 5281(016) AS OF 08/19/2013

FHWA FMIS 4.0 SIGNATURE HISTORY

<u>MOD #</u>	<u>SIGNED BY</u>	<u>SIGNED ON</u>
0	JERILYNN FOGLE	08/13/2013
	DOMINIC V. HOANG	08/14/2013
	VENESHIA SMITH	08/16/2013

FHWA FMIS 3.0 SIGNATURE HISTORY

CALTRANS SIGNATURE HISTORY

<u>DOCUMENT TYPE</u>	<u>SIGNED BY</u>	<u>SIGNED ON</u>
AUTH/AGREE	ABDIN, NAHED	08/13/2013

**DEPARTMENT OF TRANSPORTATION**

Division of Local Assistance  
1120 N STREET  
P.O. BOX 942874, MS# 1  
Sacramento, CA 94274-0001  
TTY 711  
(916) 654-3151  
Fax (916) 653-7621



September 30, 2013

File : 06-KER-0-SHF  
CML-5281(016)  
City Rail site between Seventh Std.  
Rd and Burbank Ave

Mr. Michael James  
Public Works Director  
City of Shafter  
336 Pacific Avenue  
Shafter, Ca 93263

Dear Mr. James:

Enclosed are two originals of the Program Supplement Agreement No. 017-N to Administering Agency-State Agreement No. 06-5281R.

**Please note that federal funding will be lost if you proceed with future phase(s) of the project prior to getting the "Authorization to Proceed" with that phase.**

Please review the covenants and sign both copies of this Agreement and return both to this office, Office of Project Implementation - MS1 within 60 days from the date of this letter. If the signed Agreements are not received back in this office within 60 days, funds will be disencumbered and/or deobligated. Alterations should not be made to the agreement language or funding. ATTACH YOUR LOCAL AGENCY'S CERTIFIED AUTHORIZING RESOLUTION THAT CLEARLY IDENTIFIES THE PROJECT AND THE OFFICIAL AUTHORIZED TO EXECUTE THE AGREEMENT. A fully executed copy of the agreement will be returned to you upon ratification by Caltrans. No invoices for reimbursement can be processed until the agreement is fully executed.

A copy of the State approved finance letter containing the fund encumbrance and reversion date information will be mailed to you with your copy of the executed agreement.

Your prompt action is requested. If you have questions, please contact your District Local Assistance Engineer.

Sincerely,

A handwritten signature in black ink, appearing to read "John Hoole".

JOHN HOOLE, Chief  
Office of Project Implementation  
Division of Local Assistance

Enclosure

c: DLA AE Project Files  
(06) DLAE - James Perrault

**PROGRAM SUPPLEMENT NO. N017**  
**to**  
**ADMINISTERING AGENCY-STATE AGREEMENT**  
**FOR FEDERAL-AID PROJECTS NO 06-5281R**

**Adv Project ID**                      **Date:** September 19, 2013  
0613000100                      **Location:** 06-KER-0-SHF  
   **Project Number:** CML-5281(016)  
   **E.A. Number:**  
   **Locode:** 5281

This Program Supplement hereby adopts and incorporates the Administering Agency-State Agreement for Federal Aid which was entered into between the Administering Agency and the State on 01/24/07 and is subject to all the terms and conditions thereof. This Program Supplement is executed in accordance with Article I of the aforementioned Master Agreement under authority of Resolution No. \_\_\_\_\_ approved by the Administering Agency on \_\_\_\_\_ (See copy attached).

The Administering Agency further stipulates that as a condition to the payment by the State of any funds derived from sources noted below obligated to this PROJECT, the Administering Agency accepts and will comply with the special covenants or remarks set forth on the following pages.

**PROJECT LOCATION:**

City Rail site between Seventh Std. Rd and Burbank Ave

**TYPE OF WORK:** Intermodel Rail Facility Expansion

**LENGTH:** 0.0(MILES)

Estimated Cost	Federal Funds		Matching Funds	
	L40E		LOCAL	OTHER
\$3,348,478.00	\$2,964,408.00		\$384,070.00	\$0.00

**CITY OF SHAFTER**

**STATE OF CALIFORNIA**  
**Department of Transportation**

**By** \_\_\_\_\_  
**Title** \_\_\_\_\_  
**Date** \_\_\_\_\_  
**Attest** \_\_\_\_\_

**By** \_\_\_\_\_  
**Chief, Office of Project Implementation**  
**Division of Local Assistance**  
**Date** \_\_\_\_\_

I hereby certify upon my personal knowledge that budgeted funds are available for this encumbrance:

**Accounting Officer**  **Date** 9/20/13 \$2,964,408.00

Chapter	Statutes	Item	Year	Program	BC	Category	Fund Source	AMOUNT



**SPECIAL COVENANTS OR REMARKS**

1. The ADMINISTERING AGENCY will advertise, award and administer this project in accordance with the current published Local Assistance Procedures Manual.
2. ADMINISTERING AGENCY agrees that it will only proceed with work authorized for specific phase(s) with an "Authorization to Proceed" and will not proceed with future phase(s) of this project prior to receiving an "Authorization to Proceed" from the STATE for that phase(s) unless no further State or Federal funds are needed for those future phase(s).
3. ADMINISTERING AGENCY agrees, as a minimum, to submit invoices at least once every six months commencing after the funds are encumbered for each phase by the execution of this Project Program Supplement Agreement, or by STATE's approval of an applicable Finance Letter. STATE reserves the right to suspend future authorizations/obligations for Federal aid projects, or encumbrances for State funded projects, as well as to suspend invoice payments for any on-going or future project by ADMINISTERING AGENCY if PROJECT costs have not been invoiced by ADMINISTERING AGENCY for a six-month period.

If no costs have been invoiced for a six-month period, ADMINISTERING AGENCY agrees to submit for each phase a written explanation of the absence of PROJECT activity along with target billing date and target billing amount.

ADMINISTERING AGENCY agrees to submit the final report documents that collectively constitute a "Report of Expenditures" within one hundred eighty (180) days of PROJECT completion. Failure of ADMINISTERING AGENCY to submit a "Final Report of Expenditures" within 180 days of PROJECT completion will result in STATE imposing sanctions upon ADMINISTERING AGENCY in accordance with the current Local Assistance Procedures Manual.

4. The Administering Agency shall not discriminate on the basis of race, religion, age, disability, color, national origin, or sex in the award and performance of any Federal-assisted contract or in the administration of its DBE Program Implementation Agreement. The Administering Agency shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of Federal-assisted contracts. The Administering Agency's DBE Implementation Agreement is incorporated by reference in this Agreement. Implementation of the DBE Implementation Agreement, including but not limited to timely reporting of DBE commitments and utilization, is a legal obligation and failure to carry out its terms shall be treated as a violation of this Agreement. Upon notification to the Administering Agency of its failure to carry out its DBE Implementation Agreement, the State may impose sanctions as provided for under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).
5. As a condition for receiving federal-aid highway funds for the PROJECT, the

**SPECIAL COVENANTS OR REMARKS**

Administering Agency certifies that NO members of the elected board, council, or other key decision makers are on the Federal Government Excluded Parties List System (EPLS).

6. Any State and Federal funds that may have been encumbered for this project are available for disbursement for limited periods of time. For each fund encumbrance the limited period is from the start of the fiscal year that the specific fund was appropriated within the State Budget Act to the applicable fund Reversion Date shown on the State approved project finance letter. Per Government Code Section 16304, all project funds not liquidated within these periods will revert unless an executed Cooperative Work Agreement extending these dates is requested by the ADMINISTERING AGENCY and approved by the California Department of Finance.

ADMINISTERING AGENCY should ensure that invoices are submitted to the District Local Assistance Engineer at least 75 days prior to the applicable fund Reversion Date to avoid the lapse of applicable funds. Pursuant to a directive from the State Controller's Office and the Department of Finance; in order for payment to be made, the last date the District Local Assistance Engineer can forward an invoice for payment to the Department's Local Programs Accounting Office for reimbursable work for funds that are going to revert at the end of a particular fiscal year is May 15th of the particular fiscal year. Notwithstanding the unliquidated sums of project specific State and Federal funding remaining and available to fund project work, any invoice for reimbursement involving applicable funds that is not received by the Department's Local Programs Accounting Office at least 45 days prior to the applicable fixed fund Reversion Date will not be paid. These unexpended funds will be irrevocably reverted by the Department's Division of Accounting on the applicable fund Reversion Date.

7. Award information shall be submitted by the ADMINISTERING AGENCY to the District Local Assistance Engineer within 60 days of project contract award and prior to the submittal of the ADMINISTERING AGENCY'S first invoice for the construction contract.

Failure to do so will cause a delay in the State processing invoices for the construction phase. Please refer to Section 15.7 "Award Package" of the Local Assistance Procedures Manual.

# Exhibit "C"

Sheet 1 of 4

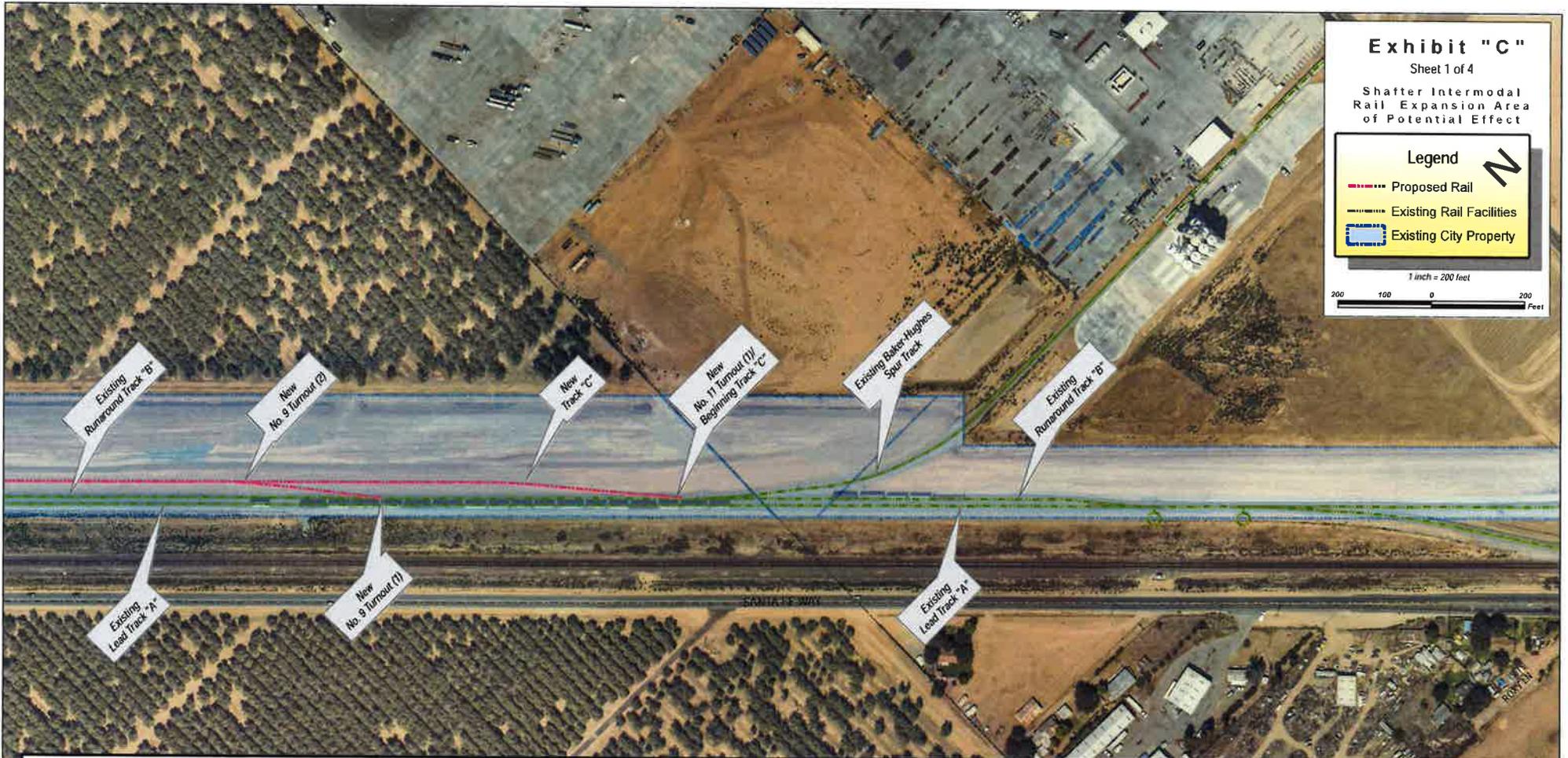
Shatter Intermodal  
Rail Expansion Area  
of Potential Effect

## Legend

- Proposed Rail
- Existing Rail Facilities
- Existing City Property



1 inch = 200 feet



# Exhibit "C"

Sheet 2 of 4

Shafter Intermodal  
Rail Expansion Area  
of Potential Effect

## Legend

- Proposed Rail
- Existing Rail Facilities
- Existing City Property



1 inch = 200 feet



# Exhibit "C"

Sheet 3 of 4

Shafter Intermodal  
Rail Expansion Area  
of Potential Effect

## Legend

- Proposed Rail
- Existing Rail Facilities
- Existing City Property



1 inch = 200 feet



New  
Track "A"  
Extension

Relocated  
No. 11 Turnout  
End of Track "C"

New  
No. 11 Turnout (B)  
End of Track "B" Extension



# Exhibit "C"

Sheet 4 of 4

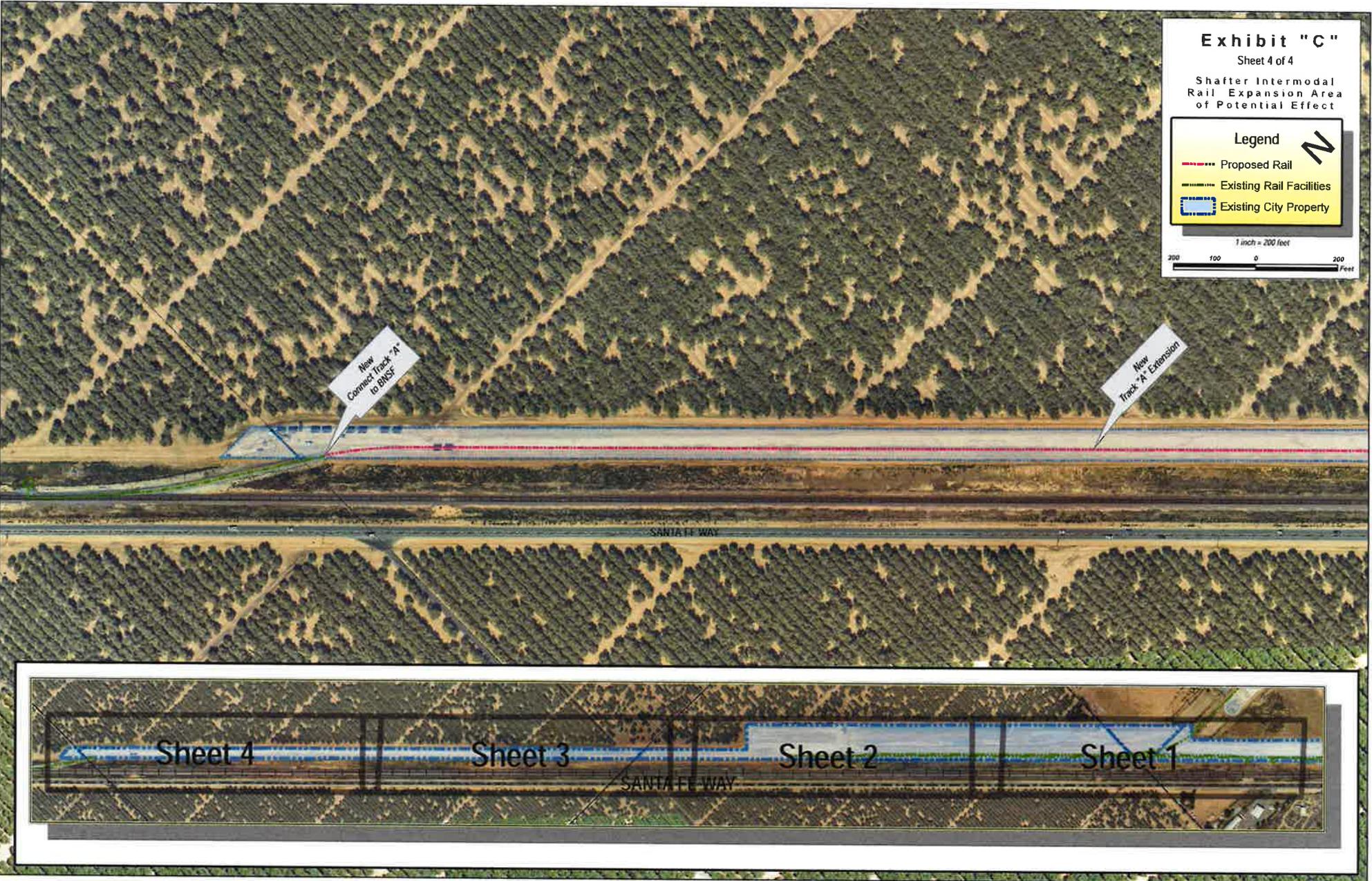
Shafter Intermodal  
Rail Expansion Area  
of Potential Effect

## Legend

- Proposed Rail
- Existing Rail Facilities
- Existing City Property



1 inch = 200 feet



New  
Corner Track "A"  
to BNSF

New  
Track "A" Extension

SANTA FE WAY

SANTA FE WAY

Sheet 4

Sheet 3

Sheet 2

Sheet 1

## ON-ROAD PROJECTS

---

**County:** Kern

**Federal Number:**

**Approval Date:**

**Caltrans DIST-EA:**

**Short Description:** City of Shafter Intermodal Rail Facility

**Project Scope:** Emissions for 300 HHDT trips (one-way) from Kern County Line to Shafter Intermodal Rail Facility (via I-5 and SR 99)

**Project Sponsor:**

**Private Agency:** No

**CMAQ Funding:** \$2,517,351

**Local Match:** \$326,149

**Capital Recovery Factor:** 0.12

**Project Analysis Period:** 10 years

**Vehicle Miles Traveled (VMT)** 5,694,000 annual miles

### **EMISSION FACTORS:**

<b>Baseline Vehicle Emission Factors</b>		<b>Cleaner Vehicle Emission Factors</b>	
<b>ROG :</b>	0.19 <i>grams per mile</i>	0.00	<i>grams per mile</i>
<b>NOx :</b>	1.27	0.00	
<b>PM10 :</b>	0.03	0.00	

### **EMISSION REDUCTIONS:**

	<b>Pounds per Year</b>	<b>Kilograms per Day</b>	<b>From ARB Form</b>
<b>ROG:</b>	2,383	3	2.97
<b>NOx:</b>	15,928	20	19.84
<b>PM10:</b>	376	0	0.47
<b>Total:</b>	<b>18,687</b>	<b>23</b>	

### **COST-EFFECTIVENESS OF:**

<b>CMAQ Funds:</b>	\$15.79 per pound	\$31,584 per ton
<b>All Funding Sources:</b>	\$17.84 per pound	\$35,676 per ton

## OFF-ROAD PROJECTS

---

**County:**

**Federal Number:**

**Approval Date:**

**Caltrans DIST-EA:**

**Short Description:** City of Shafter Intermodal Rail Facility Expansion

**Project Scope:** Emissions from One (1) Unit Train powered by Three (3) Line-Haul Locomotives

**Project Sponsor:** City of Shafter

**Private Agency:** No

**CMAQ Funding:** \$2,517,351

**Local Match:** \$326,149

**Capital Recovery Factor:** 0.12

**Project Analysis Period:** 10 years

**Operating Hours:** 3,690 annual hours

**Horsepower:** 4,400 bhp

**Load:** 0.30

**Baseline Vehicle Emission Factors**

**ROG :** 0.00 *grams/ bhp-hr*

**NOx :** 0.00

**PM10 :** 0.00

**Cleaner Vehicle Emission Factors**

0.18 *grams/ bhp-hr*

1.30

0.03

**EMISSION REDUCTIONS**

	<b>Pounds per Year</b>	<b>Kilograms per Day</b>	<b>From ARB Form</b>
<b>ROG:</b>	-1,899	-2	2.36
<b>NOx:</b>	-13,947	-17	17.37
<b>PM10:</b>	-322	0	0.40
<b>Total:</b>	<b>-16,168</b>	<b>-20</b>	

**COST-EFFECTIVENESS OF:**

<b>CMAQ Funds:</b>	(\$18.25) per pound	(\$36,505) per ton
<b>All Funding Sources:</b>	(\$20.62) per pound	(\$41,235) per ton

## City of Shafter Intermodal Rail Facility

### Operational Assumptions

#### Truck Data

Truck Trips (one-way)/day	300
Miles in Kern County	52
Days/year	365
Vehicle Miles Traveled/year	5,694,000

#### Truck Emission Factors (g/mile)\*

NO <sub>x</sub>	1.27
ROG	0.19
PM <sub>2.5</sub>	0.03

\*from Table 5-D of ARB Manual

#### Train Data

Trips/day	1
Miles in Kern County	101
Days/year	365
Average Speed (mph)	30
# Locomotives	3
Operating Hours (hours/year)	3690

#### Train Emission Factors (g/bhp-hr)<sup>1</sup>

NO <sub>x</sub>	1.3
ROG <sup>2</sup>	0.177
PM	0.03

<sup>1</sup>from CFR Title 40, Chapter 1, Subchapter U, Part 1033, Subpart B, §1033.101, Table 1 - Line-Haul Locomotive Emission Standards

<sup>2</sup> HC = 0.14 from table converted to ROG using equation "ROG = HC x 1.26636" per footnote 'c' from Table 5-D in ARB manual

**City of Shafter Intermodal Rail Facility**

Emission Change (kg/day) for 3 locomotives

	Truck	-	Train	=	Δ
ROG	2.97	-	2.36	=	0.61
NO <sub>x</sub>	19.84	-	17.37	=	2.47
PM	0.47	-	0.4	=	0.07

Emission Change (lb/yr) for 3 locomotives

	Truck	-	Train	=	Δ
ROG	2383	-	1899	=	484
NO <sub>x</sub>	15928	-	13947	=	1981
PM	376	-	322	=	54
	TOTAL (lbs/yr)				2519

Cost Efficiency

CMAQ \$	$(0.12 * 2517351) / 2519$	=	\$119.92
Total \$	$(0.12 * 2843500) / 2519$	=	\$135.46

**Table 5-C  
Medium Heavy-Duty Vehicles  
Emission Factors for Mileage Based Calculations (g/mile)<sup>(a)</sup>**

Model Year	Diesel <sup>(b)</sup>		
	NOx	ROG <sup>(c)</sup>	PM2.5
Pre-1987	14.52	0.75	0.64
1987-1990	14.31	0.59	0.69
1991-1993	10.70	0.26	0.38
1994-1997	10.51	0.20	0.21
1998-2002	10.33	0.20	0.23
2003-2006	6.84	0.13	0.14
2007-2009	4.01	0.11	0.02
2007-2009 (0.5 g/bhp-hr NOx or Cleaner) <sup>(d)</sup>	1.73 <sup>(d)</sup>	0.10 <sup>(d)</sup>	0.02 <sup>(d)</sup>
2010+	0.74	0.09	0.02

**Table 5-D  
Heavy Heavy-Duty Vehicles  
Emission Factors for Mileage Based Calculations (g/mile)<sup>(a)</sup>**

Model Year	Diesel <sup>(b)</sup>		
	NOx	ROG <sup>(c)</sup>	PM2.5
Pre-1987	21.37	1.09	1.15
1987-1990	21.07	0.86	1.25
1991-1993	18.24	0.56	0.52
1994-1997	17.92	0.42	0.34
1998-2002	89	0.43	0.37
2003-2006	11.64	0.27	0.23
2007-2009	6.62	0.23	0.03
2007-2009 (0.5 g/bhp-hr NOx or Cleaner)	2.88 <sup>(d)</sup>	0.20 <sup>(d)</sup>	0.03 <sup>(d)</sup>
→ 2010+	1.27	0.19	0.03

a - EMFAC 2011 Zero-Mile Based Emission Factors.

b - Emission factors incorporate the ultra low-sulfur diesel fuel correction factors listed in Table D-26 of the Moyer guidelines.

c - ROG = HC \* 1.26639.

d - These values are interpolated between 1.2 g/bhp-hr NOx standard for 2007-2009 model years and 0.2 g/bhp-hr NOx standard for 2010+ model years.

ELECTRONIC CODE OF FEDERAL REGULATIONS

e-CFR data is current as of July 21, 2015

Title 40 → Chapter I → Subchapter U → Part 1033 → Subpart B → §1033.101

Title 40: Protection of Environment  
PART 1033—CONTROL OF EMISSIONS FROM LOCOMOTIVES  
Subpart B—Emission Standards and Related Requirements

**§1033.101 Exhaust emission standards.**

See §§1033.102 and 1033.150 to determine how the emission standards of this section apply before 2023.

(a) *Emission standards for line-haul locomotives.* Exhaust emissions from your new locomotives may not exceed the applicable emission standards in Table 1 to this section during the useful life of the locomotive. (NOTE: §1033.901 defines locomotives to be "new" when originally manufactured and when remanufactured.) Measure emissions using the applicable test procedures described in subpart F of this part.

TABLE 1 TO §1033.101—LINE-HAUL LOCOMOTIVE EMISSION STANDARDS

Year of original manufacture	Tier of standards	Standards (g/bhp-hr)			
		NO <sub>x</sub>	PM	HC	CO
1973-1992 <sup>a</sup>	Tier 0 <sup>b</sup>	8.0	0.22	1.00	5.0
1993 <sup>a</sup> -2004	Tier 1 <sup>b</sup>	7.4	0.22	0.55	2.2
2005-2011	Tier 2 <sup>b</sup>	5.5	<sup>e</sup> 0.10	0.30	1.5
2012-2014	Tier 3 <sup>c</sup>	5.5	0.10	0.30	1.5
→ 2015 or later	Tier 4 <sup>d</sup>	1.3	0.03	0.14	1.5

<sup>a</sup>Locomotive models that were originally manufactured in model years 1993 through 2001, but that were not originally equipped with a separate coolant system for intake air are subject to the Tier 0 rather than the Tier 1 standards.

<sup>b</sup>Line-haul locomotives subject to the Tier 0 through Tier 2 emission standards must also meet switch standards of the same tier.

<sup>c</sup>Tier 3 line-haul locomotives must also meet Tier 2 switch standards.

<sup>d</sup>Manufacturers may elect to meet a combined NO<sub>x</sub>+HC standard of 1.4 g/bhp-hr instead of the otherwise applicable Tier 4 NO<sub>x</sub> and HC standards, as described in paragraph (j) of this section.

<sup>e</sup>The PM standard for newly remanufactured Tier 2 line-haul locomotives is 0.20 g/bhp-hr until January 1, 2013, except as specified in §1033.150(a).

(b) *Emission standards for switch locomotives.* Exhaust emissions from your new locomotives may not exceed the applicable emission standards in Table 2 to this section during the useful life of the locomotive. (Note: §1033.901 defines locomotives to be "new" when originally manufactured and when remanufactured.) Measure emissions using the applicable test procedures described in subpart F of this part.

TABLE 2 TO §1033.101—SWITCH LOCOMOTIVE EMISSION STANDARDS

Year of original manufacture	Tier of standards	Standards (g/bhp-hr)			
		NO <sub>x</sub>	PM	HC	CO
1973-2001	Tier 0	11.8	0.26	2.10	8.0
2002-2004	Tier 1 <sup>a</sup>	11.0	0.26	1.20	2.5
2005-2010	Tier 2 <sup>a</sup>	8.1	<sup>b</sup> 0.13	0.60	2.4
2011-2014	Tier 3	5.0	0.10	0.60	2.4
2015 or later	Tier 4	<sup>c</sup> 1.3	0.03	<sup>c</sup> 0.14	2.4

<sup>a</sup>Switch locomotives subject to the Tier 1 through Tier 2 emission standards must also meet line-haul standards of the same tier.

<sup>b</sup>The PM standard for new Tier 2 switch locomotives is 0.24 g/bhp-hr until January 1, 2013.

<sup>c</sup>Manufacturers may elect to meet a combined NO<sub>x</sub>+HC standard of 1.4 g/bhp-hr instead of the otherwise applicable Tier 4 NO<sub>x</sub> and HC standards, as described in paragraph (j) of this section.

(c) *Smoke standards.* The smoke opacity standards specified in Table 3 to this section apply only for locomotives certified to one or more PM standards or FELs greater than 0.05 g/bhp-hr. Smoke emissions, when measured in accordance with the provisions of Subpart F of this part, shall not exceed these standards.



5	<p>that was submitted with the original CMAQ application, and which staff presumes was a part of the data on which the previous application was approved, indicated that “Furthermore, the facility will use state-of-the-art locomotives and handling equipment, funded by private sector interests.” Why has this basis changed, and what affect does this changed condition now have or should it have on this latest application?</p> <p><b>Tehachapi</b> As discussed at the recent meeting, Shafter admits that they charge a fee to move freight around their current facility. Can this locomotive be funded by these fees?</p>	<p>the 7 years since the WZI report was prepared, the operational parameters of the facility have evolved. While Shafter does generate revenue from freight movement, like most transportation related air quality initiatives, public funding is needed in the early stages of the project. It should be noted, however, that the remainder of the onsite improvements are being funded with the fees generated by freight movement, City of Shafter General Funds, and private investment.</p>
9	<p>4</p> <p><b>Tehachapi</b> This application is akin to transit agencies purchasing new cleaner-air vehicles. In those cases, according to CARB, the fundable portion of the project is the cost delta between a standard vehicle and the clean air vehicle. Presuming you can buy a non-low-emission locomotive, what is the cost difference between that unit and the proposed ultra-low-emission locomotive.</p> <p><b>Kern COG</b> Cannot replicate emissions factors. Per ARB methodology, “before case is the vehicle that would have been purchased. After case is the cleaner vehicle.”</p>	<p>Attached please find, the requested model run comparing a non-low-emission switch locomotive and a ultra-low-emission switch locomotive based on the cost difference between the two pieces of equipment.</p> <p>The EPA emission factors table used for the model is also attached.</p>
8	<p><b>Kern COG</b> Emissions calculations are showing 365 days, are there cargo runs on weekends?</p>	<p>Yes</p>

## OFF-ROAD PROJECTS

---

**County:** Kern

**Federal Number:**

**Approval Date:**

**Caltrans DIST-EA:**

**Short Description:** City of Shafter Yard Locomotive Acquisition

**Project Scope:** Tier 2 Switch Locomotive v. Tier 4 Switch Locomotive

**Project Sponsor:** City of Shafter

**Private Agency:** No

**CMAQ Funding:** \$446,311  
**Local Match:** \$57,824  
**Capital Recovery Factor:** 0.12  
**Project Analysis Period:** 10 years  
**Operating Hours:** 2,184 annual hours  
**Horsepower:** 600 bhp  
**Load:** 0.50

**Baseline Vehicle Emission Factors**

**ROG :** 0.76 *grams/bhp-hr*  
**NOx :** 8.10  
**PM10 :** 0.13

**Cleaner Vehicle Emission Factors**

0.18 *grams/bhp-hr*  
 1.30  
 0.03

**EMISSION REDUCTIONS**

	Pounds per Year	Kilograms per Day	From ARB Form
<b>ROG:</b>	841	1	1.05
<b>NOx:</b>	9,814	12	12.22
<b>PM10:</b>	144	0	0.18
<b>Total:</b>	<u>10,799</u>	<u>13</u>	

**COST-EFFECTIVENESS OF:**

<b>CMAQ Funds:</b>	\$4.84 per pound	\$9,690 per ton
<b>All Funding Sources:</b>	\$5.47 per pound	\$10,945 per ton

ELECTRONIC CODE OF FEDERAL REGULATIONS

e-CFR data is current as of July 21, 2015

Title 40 → Chapter I → Subchapter U → Part 1033 → Subpart B → §1033.101

Title 40: Protection of Environment  
PART 1033—CONTROL OF EMISSIONS FROM LOCOMOTIVES  
Subpart B—Emission Standards and Related Requirements

**§1033.101 Exhaust emission standards.**

See §§1033.102 and 1033.150 to determine how the emission standards of this section apply before 2023.

(a) *Emission standards for line-haul locomotives.* Exhaust emissions from your new locomotives may not exceed the applicable emission standards in Table 1 to this section during the useful life of the locomotive. (NOTE: §1033.901 defines locomotives to be "new" when originally manufactured and when remanufactured.) Measure emissions using the applicable test procedures described in subpart F of this part.

**TABLE 1 TO §1033.101—LINE-HAUL LOCOMOTIVE EMISSION STANDARDS**

Year of original manufacture	Tier of standards	Standards (g/bhp-hr)			
		NO <sub>x</sub>	PM	HC	CO
1973-1992 <sup>a</sup>	Tier 0 <sup>b</sup>	8.0	0.22	1.00	5.0
1993a-2004	Tier 1 <sup>b</sup>	7.4	0.22	0.55	2.2
2005-2011	Tier 2 <sup>b</sup>	5.5	<sup>e</sup> 0.10	0.30	1.5
2012-2014	Tier 3 <sup>c</sup>	5.5	0.10	0.30	1.5
2015 or later	Tier 4 <sup>d</sup>	1.3	0.03	0.14	1.5

<sup>a</sup>Locomotive models that were originally manufactured in model years 1993 through 2001, but that were not originally equipped with a separate coolant system for intake air are subject to the Tier 0 rather than the Tier 1 standards.

<sup>b</sup>Line-haul locomotives subject to the Tier 0 through Tier 2 emission standards must also meet switch standards of the same tier.

<sup>c</sup>Tier 3 line-haul locomotives must also meet Tier 2 switch standards.

<sup>d</sup>Manufacturers may elect to meet a combined NO<sub>x</sub>+HC standard of 1.4 g/bhp-hr instead of the otherwise applicable Tier 4 NO<sub>x</sub> and HC standards, as described in paragraph (j) of this section.

<sup>e</sup>The PM standard for newly remanufactured Tier 2 line-haul locomotives is 0.20 g/bhp-hr until January 1, 2013, except as specified in §1033.150(a).

(b) *Emission standards for switch locomotives.* Exhaust emissions from your new locomotives may not exceed the applicable emission standards in Table 2 to this section during the useful life of the locomotive. (Note: §1033.901 defines locomotives to be "new" when originally manufactured and when remanufactured.) Measure emissions using the applicable test procedures described in subpart F of this part.

**TABLE 2 TO §1033.101—SWITCH LOCOMOTIVE EMISSION STANDARDS**

Year of original manufacture	Tier of standards	Standards (g/bhp-hr)			
		NO <sub>x</sub>	PM	HC	CO
1973-2001	Tier 0	11.8	0.26	2.10	8.0
2002-2004	Tier 1 <sup>a</sup>	11.0	0.26	1.20	2.5
→ 2005-2010	Tier 2 <sup>a</sup>	8.1	<sup>b</sup> 0.13	0.60	2.4
→ 2011-2014	Tier 3	5.0	0.10	0.60	2.4
→ 2015 or later	Tier 4	<sup>c</sup> 1.3	0.03	<sup>c</sup> 0.14	2.4

<sup>a</sup>Switch locomotives subject to the Tier 1 through Tier 2 emission standards must also meet line-haul standards of the same tier.

<sup>b</sup>The PM standard for new Tier 2 switch locomotives is 0.24 g/bhp-hr until January 1, 2013.

<sup>c</sup>Manufacturers may elect to meet a combined NO<sub>x</sub>+HC standard of 1.4 g/bhp-hr instead of the otherwise applicable Tier 4 NO<sub>x</sub> and HC standards, as described in paragraph (j) of this section.

(c) *Smoke standards.* The smoke opacity standards specified in Table 3 to this section apply only for locomotives certified to one or more PM standards or FELs greater than 0.05 g/bhp-hr. Smoke emissions, when measured in accordance with the provisions of Subpart F of this part, shall not exceed these standards.

**Attachment 2 – E-76 AMOD**

## DEPARTMENT OF TRANSPORTATION

DISTRICT 6  
855 M STREET, SUITE 200  
FRESNO, CA 93721-2716  
PHONE (559) 445-5417  
FAX (559) 445-5425  
TTY (559) 488-4066

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FEB 12 2014



*Flex your power!  
Be energy efficient!*

KERN COUNCIL  
OF GOVERNMENTS

February 11, 2014

06-KER-0-SHF  
CML-5281(016)  
Intermodal rail facility expansion

Michael James  
Public Works Director  
City of Shafter  
336 Pacific Avenue  
Shafter, CA 93263

Dear Mr. James:

Enclosed is the **Federal Authorization Modification E-76 (AMOD)** for the above-noted project. Authorized is a cost adjustment per Award.

If you have any questions, or need additional information, please call Daraxay Phengdara at (559) 488-4379.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Perrault".

JIM PERRAULT, Chief  
Office of Local Assistance  
Transportation Planning Division

Enclosure

✓ Kern COG  
File

DP: kjm

AMENDMENT MODIFICATION SUMMARY - (E-76)

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FEDERAL AID PROGRAM

DLA LOCATOR: 06-KER-0-SHF  
 PREFIX: CML  
 PROJECT NO: 5281(016)  
 SEQ NO: 2  
 STATE PROJ NO: 0613000100L-N  
 AGENCY: SHAFTER

PROJECT LOCATION:  
 CITY RAIL SITE BETWEEN SEVENTH STD. RD. AND BURBANK AVE.  
 TYPE OF WORK:  
 INTERMODAL RAIL FACILITY EXPANSION  
 FED RR NO'S:  
 PUC CODES:  
 PROJ OVERSIGHT: DELEGATED/LOCAL ADMIN  
 ENV STATUS / DT: DELEG TO STATE SEC 6004 08/09/2013  
 RW STATUS / DT: 1 08/12/2013  
 INV RTE:  
 BEG MP:  
 END MP:

PREV AUTH / AGREE DATES:

PE:  
 R/W:  
 CON: 08/16/2013  
 SPR:  
 MCS:  
 OTH:

TIP DATA  
 MPO: KCOG  
 FSTIP YR: 12/13  
 STIP REF: 204-0000-0684

DISASTER NO:  
 BRIDGE NO'S:

PROG CODE	LINE NO	IMPV TYPE	FUNG SYS	URBAN AREA	URB/RURAL	DEMO ID
L40E	30	01	N	BAKERSFIELD	URBAN	

FUNDING SUMMARY

PHASE		PROJECT COST	FEDERAL COST	AC COST
PE	PREV. OBLIGATION	\$0.00	\$0.00	\$0.00
	THIS REQUEST	\$0.00	\$0.00	\$0.00
	SUBTOTAL	\$0.00	\$0.00	\$0.00
R/W	PREV. OBLIGATION	\$0.00	\$0.00	\$0.00
	THIS REQUEST	\$0.00	\$0.00	\$0.00
	SUBTOTAL	\$0.00	\$0.00	\$0.00
CON	PREV. OBLIGATION	\$3,348,478.00	\$2,964,408.00	\$0.00
	THIS REQUEST	\$320,979.00	\$284,162.00	\$0.00
	SUBTOTAL	\$3,669,457.00	\$3,248,570.00	\$0.00
TOTAL:		\$3,669,457.00	\$3,248,570.00	\$0.00

STATE REMARKS

08/12/2013 Seq#1: Request \$2,964,408 for CON funding.  
 08/13/2013 Seq#1: Obligate \$2,964,408.00 of L40E for CON. CENG is not requested and is not authorized. NAA  
 01/30/2014 Seq#2: Request increase of \$284,162 CON L40E funds per Award.  
 02/04/2014 Seq#2: Obligate additional \$284,162.00 of L40E to CON per award. NAA

FEDERAL REMARKS

AUTHORIZATION

AUTHORIZATION TO PROCEED WITH REQUEST: OTH  
 FOR: AMOD  
 DOCUMENT TYPE: AMOD

PREPARED IN FADS BY: PHENGDARA, DARAXAY  
 REVIEWED IN FADS BY: MAFI, PEDRAM  
 SUBMITTED IN FADS BY: ABDIN, NAHED  
 PROCESSED IN FADS BY: FOGLE, JERILYNN  
 APPROVED IN FMIS BY: MARY CUNNINGHAM

ON 01/30/2014 488-4379  
 ON 02/04/2014 653-7759  
 ON 02/04/2014 FOR CALTRANS  
 ON 02/05/2014 FOR FHWA  
 ON 02/10/2014

SIGNATURE HISTORY FOR PROJECT NUMBER 5281(016) AS OF 02/11/2014

FHWA FMIS 4.0 SIGNATURE HISTORY

<u>MOD #</u>	<u>SIGNED BY</u>	<u>SIGNED ON</u>
1	JERILYNN FOGLE	02/05/2014
	DOMINIC V. HOANG	02/07/2014
	MARY CUNNINGHAM	02/10/2014
0	JERILYNN FOGLE	08/13/2013
	DOMINIC V. HOANG	08/14/2013
	VENESHIA SMITH	08/16/2013

FHWA FMIS 3.0 SIGNATURE HISTORY

CALTRANS SIGNATURE HISTORY

<u>DOCUMENT TYPE</u>	<u>SIGNED BY</u>	<u>SIGNED ON</u>
AMEND/MOD	ABDIN, NAHED	02/04/2014

**Attachment 3 – Shafter Locomotive ARB report**

# OFF-ROAD PROJECTS

---

**County:**

**Federal Number:**

**Approval Date:**

**Caltrans DIST-EA:**

**Short Description:** Shafter Locomotive

**Project Scope:**

**Project Sponsor:**

**Private Agency:** No

**CMAQ Funding:** \$1,052,741

**Local Match:** \$136,394

**Capital Recovery Factor:** 0.12

**Project Analysis Period:** 10 years

**Operating Hours:** 2,184 annual hours

**Horsepower:** 600 bhp

**Load:** 0.50

**Baseline Vehicle Emission Factors**

**ROG :** 0.76 *grams/ bhp-hr*

**NOx :** 8.10

**PM10 :** 0.13

**Cleaner Vehicle Emission Factors**

0.18 *grams/ bhp-hr*

1.30

0.03

***EMISSION REDUCTIONS***

**Pounds per Year**

**ROG:** 841

**NOx:** 9,814

**PM10:** 144

**Total:** 10,799

**Kilograms per Day**

1

12

0

13

***COST-EFFECTIVENESS OF:***

**CMAQ Funds:** \$11.43 per pound \$22,857 per ton

**All Funding Sources:** \$12.91 per pound \$25,819 per ton



February 18, 2015

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi,  
Executive Director

BY: Peter Smith,  
Regional Planner

SUBJECT: TPPC AGENDA NUMBER IV. CONSENT CALENDAR ITEM I.  
TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 (TDA-3) PROGRAM BICYCLE AND  
PEDESTRIAN SAFETY FUNDING LIMITS CHANGE

DESCRIPTION:

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

DISCUSSION:

The Kern Council of Governments, acting as the state-designated Regional Transportation Planning Authority, administers the TDA-3 program which provides fund for bicycle safety programs, bicycle parking facilities and bicycle and pedestrian travel facilities. Funding is from sales taxes collected on taxable transactions. The Kern Council of Governments developed guidelines in the mid-1980s related to funding for bicycle and pedestrian safety programs under the TDA-3 program. The fund allocates around \$3-\$4,000 per year with up \$12,000 available to member agencies each year. Unused funds go toward bicycle and pedestrian travel facilities.

Under the existing guidelines \$1,000 is available annually to each Kern COG member jurisdiction to fund bicycle and pedestrian safety programs. Funding allocations for bicycle parking projects are the first priority for the TDA-3 program, and funding is automatic if an application is filed with Kern COG prior to the funding deadline (July 15, annually). An increase to \$2,000 annually per member agency was suggested, up to a program limit of \$24,000.

Existing Kern COG TDA-3 application Instructions proposed changes:

**C. Maximum Funding:**

**\$2,000 to provide bicycle and pedestrian safety programs.**

ACTION:

Approve the TDA-3 application instructions proposed changes. VOICE VOTE.



IV. J.  
TPPC

February 18, 2016

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi  
Executive Director

BY: Becky Napier  
Regional Planner

SUBJECT: TPPC AGENDA NUMBER IV. CONSENT CALENDAR ITEM J.  
ENVIRONMENTAL AND SOCIAL EQUITY ROUNDTABLE

DESCRIPTION:

The Environmental and Social Equity Roundtable was reactivated to begin the Regional Transportation Plan (RTP) process for the 2018 RTP. This item was reviewed by the Regional Planning Advisory Committee on February 3, 2016.

DISCUSSION:

Kern Council of Governments (COG) kicked off development of its 2018 Regional Transportation Plan on December 16, 2015, when it held the Environmental and Social Equity Roundtable. The reason for the Roundtable was to review the methodology to be used by Kern COG to designate Environmental Justice areas and Title VI areas in Kern County. Over twenty participants attended from various interest areas in the community including the Tejon Tribe, Lamont/Weedpatch Collaborative, North of the River Recreation and Park District, Kern County Department of Public Health, Caltrans, Greater Bakersfield Legal Assistance, First 5 Kern, Bike Bakersfield, Garden Pathways, and the Center for Race, Poverty and the Environment.

The meeting notes are attached for your convenience. A second meeting is scheduled for March 10, 2016.

Kern COG also intends to reactivate the Business and Industry Roundtable in the near future.

ACTION

Information.

## **Environmental and Social Equity Roundtable**

**December 16, 2015**

### **Notes of Meeting**

Kern Council of Governments (COG) kicked off development of its 2018 Regional Transportation Plan on December 16, 2015, when it held the Environmental and Social Equity Roundtable. The reason for the Roundtable was to review the methodology to be used by Kern COG to designate Environmental Justice areas and Title VI areas in Kern County. Over twenty participants attended from various interest areas in the community including the Tejon Tribe, Lamont/Weedpatch Collaborative, North of the River Recreation and Park District, Kern County Department of Public Health, Caltrans, Greater Bakersfield Legal Assistance, First 5 Kern, Bike Bakersfield, Garden Pathways, and the Center for Race, Poverty and the Environment.

Information was discussed about the differences between Environmental Justice requirements and the requirements of Title VI. Environmental Justice requirements are governed by Executive Order 12898 issued by President Clinton in 1994. Its purpose is to focus attention on the environmental and human health effects of Federal actions on minority and low-income populations with the goal of achieving environmental protection for all communities. EJ principles are to be considered throughout the planning and decision-making process. Procedures must provide meaningful opportunities for public involvement during the planning and development of programs, policies, and activities, including potential effects, alternatives, and mitigation measures. Any project that uses Federal funds must comply with Executive Order 12898 and its updates.

Title VI states that no person, on the grounds of race, color, or national origin, is excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving Federal financial assistance.

In the development of past Regional Transportation Plans, Kern COG combined Environmental Justice regulations with Title VI regulations. At the direction of Kern COG's Federal Review Agencies, Kern COG will develop separate evaluation to comply with Environmental Justice regulations and Title VI regulations in the 2018 Regional Transportation Plan.

Kern COG's Federal Review Agencies suggested use of the Federal Environmental Protection Agency (EPA) EJSCREEN tool. This tool is an environmental justice mapping and screening tool that provides EPA with a nationally consistent dataset and approach for combining environmental and demographic indicators. Users choose a geographic area; the tool then provides demographic and environmental information for that area. All of the EJSCREEN indicators are publicly-available data.

After lengthy discussion, participants requested that Kern COG develop maps depicting how the new methodology compares with the previous methodology. In addition, participants requested that Kern COG develop maps that show the differences, if any, using the EJSCREEN tool versus the California CalEnviroScreen tool. CalEnviroScreen is a screening methodology that can be used to help identify California disadvantaged communities that are disproportionately burdened by multiple sources of pollution.

A second meeting is scheduled for March 10, 2016, to enable participants to review the methodologies.

February 18, 2016

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi  
Executive Director

BY: Becky Napier  
Regional Planner

SUBJECT: TPPC AGENDA NUMBER IV. CONSENT CALENDAR ITEM K.  
CEQA GUIDELINES UPDATE

DESCRIPTION:

Senate Bill 743 was signed by Governor Brown on September 27, 2013. The legislation required that the Governor's Office of Planning and Research (OPR) amend the California Environmental Quality Act (CEQA) Guidelines to provide an alternative to delay-based level of service (LOS) for evaluating transportation impacts. This item was reviewed by the Regional Advisory Committee on February 3, 2016.

DISCUSSION:

SB 743 required that the new criteria promote the reduction of Greenhouse Gas (GHG) emissions, the development of multimodal transportation networks and a diversity of land uses. Once SB 743 is implemented, delay-based LOS can no longer be considered an indicator of a significant impact on the environment. However, the bill does not preclude local agencies from applying delay-based LOS criteria for system planning and local agency approval of a project. OPR had previously released a preliminary discussion draft of updates to the CEQA Guidelines and received nearly 200 comment letters. On January 20, OPR released a revised proposal of updates to the CEQA guidelines which incorporates many of the comments received on the preliminary discussion draft. The revised proposal includes proposed amendments to the CEQA Guidelines and Appendix G checklist, as well as a draft Technical Advisory. The draft Technical Advisory provides more detailed guidance on setting thresholds and evaluating project impacts under CEQA. OPR is recommending an opt-in period of two years to give agencies time to become acquainted with the new procedures.

A copy of the revised proposal is available at the following website:

[https://www.opr.ca.gov/docs/Revised\\_VMT\\_CEQA\\_Guidelines\\_Proposal\\_January\\_20\\_2016.pdf](https://www.opr.ca.gov/docs/Revised_VMT_CEQA_Guidelines_Proposal_January_20_2016.pdf).

ACTION: Information.

February 18, 2016

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi  
Executive Director

BY: Becky Napier  
Regional Planner

SUBJECT: TPPC AGENDA NUMBER IV. CONSENT CALENDAR ITEM L.  
SUSTAINABLE COMMUNITIES STRATEGIES AND CONSERVATION

DESCRIPTION:

The Nature Conservancy published a document entitled “Sustainable Communities Strategies and Conservation” in January 2016. This item was reviewed by the Regional Planning Advisory Committee on February 3, 2016.

DISCUSSION:

In January 2016, The Nature Conservancy published a document that identified results of the first rounds of Sustainable Communities Strategies (SCSs) as they pertained to conservation. The document also made policy recommendations for future rounds of SCS development.

The document Abstract states the following: “Sustainable Communities Strategies (SCSs), which link land use, transportation and climate policy, are designed to reduce per capita greenhouse gas (GHG) emissions while providing benefits ranging from improved air quality and expanded transportation options to revitalization of city centers and investment in disadvantaged communities. Because conservation of natural and working lands is essential to achieving these goals, most SCSs include policies, objectives or implementation measures relating to conservation, and many take innovative approaches that may be of use to other regions. In order to build on these successes and help Metropolitan Planning Organizations (MPOs) achieve more robust results in future rounds, this report surveys conservation measures in existing SCSs, along with conservation-related proposals that were made but not adopted in each region, and then offers a set of model policies and best practices for future SCSs.”

The document can be found at the following website:

[http://www.southernsierrapartnership.org/uploads/2/3/7/6/23766303/sustainable\\_communities\\_strategies\\_and\\_conservation\\_-\\_full\\_report.pdf](http://www.southernsierrapartnership.org/uploads/2/3/7/6/23766303/sustainable_communities_strategies_and_conservation_-_full_report.pdf).

References to Kern are found on pages 38 – 40.

ACTION: Information.



February 18, 2016

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi,  
Executive Director

By: Joseph Stramaglia,  
Project Delivery Team Lead

SUBJECT: TPPC AGENDA NUMBER IV CONSENT CALENDAR ITEM M.  
State Route 58 - Beale-Bena Truck Climbing Lanes – Request for Regional Participation

DESCRIPTION:

Caltrans has requested regional participation to anticipate future delivery of a proposed State Highway 58 Truck Climbing Lanes project between Tehachapi area and metropolitan Bakersfield. The Transportation Technical Advisory Committee has reviewed this item.

DISCUSSION:

In 2005, Caltrans developed a Project Study Report for State Route 58 - Beale-Bena Truck Climbing Lanes. However, the project was not delivered by the state. Recently, Caltrans was requested to update the Project Study Report, in a desire to develop the project for future funding in the State Highway Operations and Protection Program (SHOPP). At the recommendation of Caltrans, Kern COG is requesting a regional financial partnership to expedite pre-construction phases of this project to include 1) an update to the Project Study Report; 2) Environmental review; 3) Design and 4) Rights-of-way work. If this is accomplished, it may allow the project to compete for state or federal discretionary funding.

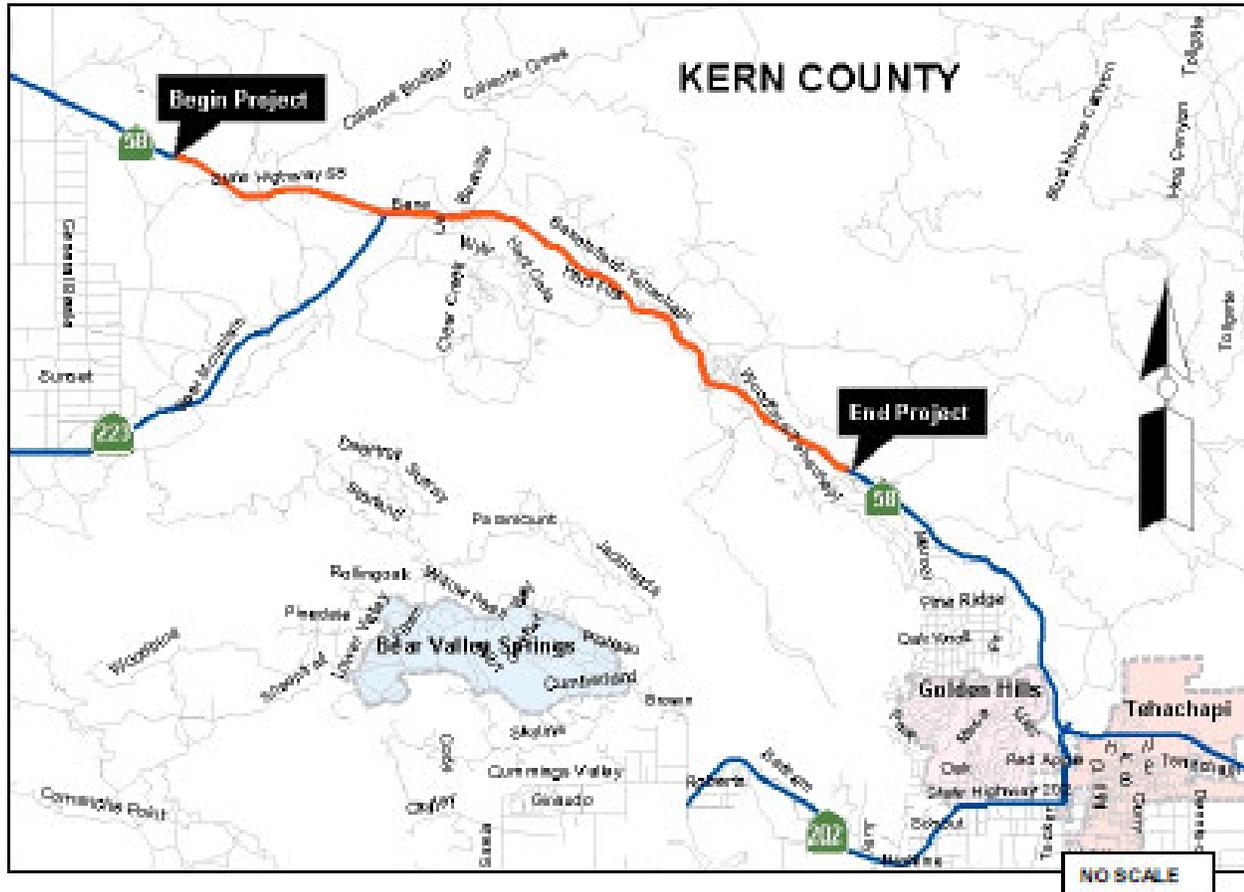
Project Details – Location: In Kern County from 3.5 km east of General Beale Road Undercrossing to 0.3 km west of Bena Road Undercrossing (KP 115.7/119.1). Purpose and Need: Improved mobility and safety. Eastbound trucks and recreational vehicles travel much slower than most of the passenger car traffic in this area. The new truck climbing lanes created by this project will facilitate travel mobility for the motoring public and commercial truck transportation throughout this area. A project location map is provided in Attachment “A”.

The current status of this project is that it has not progressed to the environmental review. The original Project Study Report was completed in 2005 by Caltrans and is now over 10 years old. Caltrans is unable to finance the Project Study Report update or the environmental review process without the possibility of introducing the project into a future SHOPP program. That is why Caltrans has requested regional participation for the pre-construction phases.

The total cost reflected in the 2005 Project Study Report was approximately \$15 million for all phases including support costs. Approximately \$4 million was for pre-construction phases and support. A new estimate would be required as part of the update to the Project Study Report. If an agency wishes to participate in this effort, Kern COG staff should be contacted and a future meeting will be held to discuss the details of this partnership opportunity.

Action: Information.

**LOCATION MAP:**





# IV. N. TPPC

February 18, 2016

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi,  
Executive Director

By: Joseph Stramaglia,  
Project Delivery Team Lead

SUBJECT: TPPC AGENDA NUMBER IV. CONSENT CALENDAR ITEM N.  
Congestion Mitigation Air Quality (CMAQ) –Contingency Project Policy

DESCRIPTION:

Kern COG staff is proposing to add up to \$7 million of contingency CMAQ programming in FFY 18-19 in the event that projects for FFY 16-17 and 17-18 are not delivered. The Transportation Technical Advisory Committee has reviewed this item.

DISCUSSION:

In order not to lose federal-aid Congestion Mitigation / Air Quality (CMAQ) Program transportation funding to the Kern region, Kern COG staff is proposing to add up to \$7 million of contingency CMAQ projects in the programming FFY 18-19 in the event that newly programmed projects for FFY16-17 and FFY 17-18 are not delivered. Kern COG staff again proposes a one-time policy to moderate how these proposed contingency projects are to be programmed in FFY 18-19 but must advance to an earlier federal fiscal year.

The proposed policy will apply guidance to the CMAQ Call for Projects currently in progress to add an additional measure of opportunity to advance early delivery of projects and ensure the full use of CMAQ revenue when it's made available to the Kern region. This policy will be submitted as a draft in March with a draft list of projects. The policy with final list of projects will be considered for approval in April.

CMAQ Contingency Project Policy

1. Kern COG staff shall select top scoring projects from the most recent Call for Projects list of eligible projects that were not selected for programming in FFY 16-17 or FFY 17-18 to be considered as a contingency project.
2. The selected projects are limited to two per agency unless there is a need to provide additional projects to meet the maximum programming target.
3. Lead agencies of proposed CMAQ contingency projects must be in agreement with Kern COG staff recommendation to be included as a CMAQ contingency project.
4. Programming capacity for CMAQ contingency projects shall be limited up to 75% of the known apportionment level for the fiscal year following two fiscal years of new project programming.
5. CMAQ funding shall be applied to the construction phase only for all contingency projects.
6. If a contingency project is not advanced within two prior years of the programmed year, the agency will be required to resubmit the project with a new application to be reviewed, ranked and prioritized as part of the next CMAQ Call for Projects.

Action: Information.



# IV. O. TPPC

February 18 2016

TO: Transportation Planning Advisory Committee

FROM: Ahron Hakimi,  
Executive Director

By: Joseph Stramaglia,  
Project Delivery Team Lead

SUBJECT: TPPC AGENDA NUMBER IV. CONSENT CALENDAR ITEM O.  
2018 Regional Transportation Plan – Table 5.1 Constrained Capital Improvement Program

## DESCRIPTION:

The 2018 Regional Transportation Plan update has been initiated by Kern COG and the Capital Improvement Program of financially constrained projects is an integral element of this update. The Transportation Technical Advisory Committee has reviewed this item.

## DISCUSSION:

Development of the 2018 Regional Transportation Plan (RTP) has been initiated by Kern COG and Table 5.1 is provided in Attachment "A" for technical review by member agencies. Table 5.1 is a financially constrained listing of multi-modal projects to move forward from the 2014 RTP into the 2018 RTP. Of particular interest to Kern COG staff are the projects of regional significance as they are reflected in the transportation network used to model air quality conformity impacts. These are the highway and major arterial projects that add capacity to the highway and roadway system throughout Kern County. The Table 5.1 Capital Improvement Program may be subject to revisions during preparation of the 2018 Regional Transportation Plan document.

Generally, there is a reduction of programming in the first planning group list from 2018 through 2025 as a result of several projects scheduled to advance to construction from the current list found in the 2014 RTP. Kern COG staff may continue to update to the Capital Improvement Program in conjunction with the regional transportation modeling update which is currently in process.

This information was shared with the Transportation Technical Advisory Committee and the Board of Directors over the last 2 months. Kern COG staff circulated this item in November as an Administrative Draft, in January as a Draft, and in February as a final project list with a request for action to forward the list to Kern COG staff for use in the preparation of the 2018 RTP, conformity and environmental documentation.

The Transportation Technical Advisory Committee has reviewed this item and recommends approval.

## Action:

Approve Table 5.1 as reflected in Attachment "A" and direct Kern COG staff to incorporate Table 5.1 into the 2018 Regional Transportation Plan. VOICE VOTE.

Enclosure: Attachment "A" – Table 5.1 – Constrained Capital Improvement Program

**ATTACHMENT "A"**

February 18, 2016  
 TPPC – 2018 RTP  
 Page 2

**TABLE 5.1 - Constrained Capital Improvement Program**

<b>2018 through 2040 - Transit &amp; Other</b>				
Project	Location	Scope	YOE Cost	
Vanpool	Countywide	Vanpools - build and maintain fleet of 500 Vans by 2040	48,000,000	
Park and Ride	Various	Park and Ride Lots (1,500 spaces)	6,000,000	
<b>Bus Service</b>	<b>Metro Bkd</b>	<b>Full size alternative fuel buses</b>	<b>232,500,000</b>	
		Full size alternative fuel buses - 120 replacement buses		
		Full size alternative fuel buses - Fixed Routes - 130 new buses		
		Full size alternative fuel buses - Bus Rapid Transit - 24 new buses		
		Full size alternative fuel buses - Express Service - 36 new buses		
<b>Bus Service</b>	<b>Countywide</b>	<b>Full, midsize and mini-van size alternative fuel buses</b>	<b>34,700,000</b>	
		Full size alternative fuel buses - Express Service - 10 new buses		
		Midsize alternative fuel buses - 120 replacement buses		
		Midsize alternative fuel buses - 120 new buses		
		Mini van / buses - 45 replacement buses		
Bus Service	Metro Bkd	2 Transit Maintenance Stations	60,000,000	
Bus Service	Metro Bkd	3 transfer stations	15,000,000	
ITS	Countywide	ITS related improvements / upgrades	3,000,000	
Aviation	Countywide	Capital, Maintenance and Operational Improvements	48,000,000	
Passenger Rail	Rosamond	Metrolink extension - Palmdale/Lancaster to Rosamond	112,000,000	
Passenger Rail	Bakersfield	Amtrak Station - Phase II	13,000,000	
Passenger Rail	Bakersfield	High Speed Rail Station - Bakersfield	50,000,000	
Passenger Rail	Region	High Speed Rail Alignment and Facilities Fresno to Bakersfield	1,000,000,000	
Passenger Rail	Shafter/Wasco	High Speed Rail Heavy Maintenance Facility	450,000,000	
		<b>Sub-total</b>	<b>\$2,072,200,000</b>	
<b>2018 through 2040 - Highway Operational Improvements</b>				
Project	Location	Scope	YOE Cost	
<b>HOV Lanes</b>	<b>Bakersfield</b>	<b>Various State Routes - HOV lanes</b>	<b>149,000,000</b>	
		Westside Parkway - Heath Road and Stockdale Highway to SR 58 at Fairfax		
		State Route 178 - Existing west freeway terminus to Oswald Street		
<b>HOV Ramps</b>	<b>Bakersfield</b>	<b>Install HOV Ramps and metering improvements at various locations</b>	<b>148,000,000</b>	
		SR 99 Interchange at Snow Road - HOV Ramp Metering		
		SR 99 Interchange at Olive Drive - HOV Ramp Metering		
		SR 99 Interchange at Rosedale Hwy - HOV Ramp Metering		
		SR 99 Interchange at California Ave - HOV Ramp Metering		
		SR 99 Interchange at Ming Ave - HOV Ramp Metering		
		SR 99 Interchange at White Lane - HOV Ramp Metering		

**ATTACHMENT "A"**

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**TABLE 5.1 - Constrained Capital Improvement Program Continued**  
**2018 through 2040 - Highway Operational Improvements (Continued)**

Project	Location	Scope	YOE Cost
		SR 99 Interchange at Panama Lane- HOV Ramp Metering	
		SR 99 Interchange at SR 119 - HOV Ramp Metering	
		SR 58 Interchange at Oak Street - HOV Ramp Metering	
		SR 58 Interchange at H-Chester Ave - HOV Ramp Metering	
		SR 58 Interchange at Union Street - HOV Ramp Metering	
		SR 58 Interchange at Cottonwood Road - HOV Ramp Metering	
		SR 58 Interchange at Mount Vernon - HOV Ramp Metering	
		SR 58 Interchange at Osw ell Street - HOV Ramp Metering	
		SR 58 Interchange at Fairfax Road - HOV Ramp Metering	
		SR 58 Interchange at Weedpatch Hw y - HOV Ramp Metering	
		SR 178 Interchange at SR 204 - HOV Ramp Metering	
		SR 178 Interchange at Beale Avenue - HOV Ramp Metering	
		SR 178 Interchange at Haley Street - HOV Ramp Metering	
		SR 178 Interchange at Mount Vernon Street - NOV Ramp Metering	
		SR 178 Interchange at Osw ell Street - HOV Ramp Metering	
		SR 178 Interchange at Fairfax Road - HOV Ramp Metering	
		SR 178 Interchange at Morning Drive - HOV Ramp Metering	
		West Beltw ay Interchange at 7th Standard Road - HOV Ramp Metering	
		West Beltw ay Interchange at Olive Drive - HOV Ramp Metering	
		West Beltw ay Interchange at Rosedale Hw y - HOV Ramp Metering	
		West Beltw ay Interchange at Stockdale Hw y - HOV Ramp Metering	
		West Beltw ay Interchange at Ming Avenue - HOV Ramp Metering	
		West Beltw ay Interchange at White Lane - HOV Ramp Metering	
		West Beltw ay Interchange at SR 119 - HOV Ramp Metering	
		<b>Sub-total</b>	<b>\$297,000,000</b>

\*the Passenger Rail Program is partially funded through the High Speed Rail Authority and is provided as information. The funding summary includes a portion of \$5 billion of the constrained revenue estimates for work expected between Fresno County and Kern County. The constrained amount of \$1.5 Billion is for work in the Kern region. The remaining \$13 billion is unconstrained for work in the Kern Region and is reflected in Table 4.2. \$26 Billion is the current cost estimate.

**ATTACHMENT "A"**

February 18, 2016  
 TPPC – 2018 RTP  
 Page 4

**TABLE 5.1 - Constrained Capital Improvement Program Continued**

2018 through 2040 - Non-motorized				
Project	Location	Scope	YOE Cost	
<b>Various locations</b>	<b>Countywide</b>	<b>Construct Class I, II or Class III Bike Path; striping; signage</b>	<b>\$85,500,000</b>	
	Arvin	Main Street from Panama Road to Di Giorgio Road- 1 Mile - Class II		
	Arvin	E Bear Mountain Blvd from S Comanche Drive to Weedpatch Hwy - 4.1 miles		
Bakersfield	Incorporated	Baker Street from Bernard Street to California Avenue - 1.57 miles - Class II		
Bakersfield	Incorporated	Potomac Avenue from S. King Street to Monticello Avenue - 0.82 miles - Class II		
Bakersfield	Incorporated	River Bike Trail Connection from Kern River Parkway to Elm Street - 0.26 miles - Class I		
Bakersfield	Incorporated	Baker Street from California Avenue to S. King Street - 0.35 miles - Class III		
Bakersfield	Incorporated	E. Pacheco Road from Hughes Lane to Cottonwood Road - 2.52 miles - Class III		
Bakersfield	Incorporated	Belle Terrace from Stine Road to Madison Street - 3.04 miles - Class II		
Bakersfield	Incorporated	Pin Oak Boulevard from Bear Creek Road to District Boulevard - 1.14 miles - Class III		
Bakersfield	Incorporated	Ewoldsen Class III Route from Oak Grove Street to N. Half Moon Drive - 1.43 miles - Class III		
Bakersfield	Incorporated	Harris Road from Ashe Road to Akers Road - 1.51 miles - Class III		
Bakersfield	Incorporated	Harris Road from Ashe Road to Wible Road - 0.5 miles - Class II		
Bakersfield	Incorporated	Hughes Lane from Ming Ave to E. Pacheco Road - 1.5 miles - Class II		
Bakersfield	Incorporated	Harris Road from S. Allen Road to Ashe Road - 4.08 miles - Class II		
Bakersfield	Incorporated	Haley Street from Panorama Drive to Columbus Street - 0.87 miles - Class II		
Bakersfield	Incorporated	E. Pacheco Road from Gasoline Alley to Monitor Street - 1.33 miles - Class II		
Bakersfield	Incorporated	Akers Road from Wilson Rd to McKee - 3.99 miles - Class II		
Bakersfield	Incorporated	Arvin-Edison Canal Path from Stockdale Highway to Cottonwood Road - 9.54 miles - Class I		
Bakersfield	Incorporated	17th Street from A Street to Truxtun Avenue - 1.26 miles - Class III		
Bakersfield	Incorporated	M Street from 30th Street to 17th Street - 0.85 miles - Class II		
Bakersfield	Incorporated	Sillect Avenue from Buck Owens Boulevard to Kern River Parkway - 1.33 miles - Class II		
Bakersfield	Incorporated	H Street Canal Path from Railroad Bridge to Highway 99 - 7.97 miles - Class I		
Bakersfield	Incorporated	Friant-Kern Canal from Seventh Standard Road to Kern River - 6.1 miles - Class I		
Bakersfield	Incorporated	Beale Avenue from Grace Street to 21st Street - 1 mile - Class II		
Bakersfield	Incorporated	Q Street from Columbus Street to Highway 178 - 1.12 miles - Class II		
Bakersfield	Incorporated	Haggin Oaks Blvd from Camino Media to Limoges Way - 0.74 miles - Class III		
Bakersfield	Incorporated	Kentucky Street from Alta Vista Drive to Mt. Vernon Avenue - 1.81 miles - Class II		
Bakersfield	Incorporated	Flower Street from Alta Vista Drive to Owens Street - 0.64 miles - Class III		
Bakersfield	Incorporated	S. King Street from California Avenue to Brundage Lane - 1 mile - Class III		

**ATTACHMENT "A"**

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**TABLE 5.1 - Constrained Capital Improvement Program Continued**

2018 through 2040 - Non-motorized				
Project	Location	Scope	YOE Cost	
Bakersfield	Incorporated	4th Street from Union Avenue to City Limits - 1.25 miles - Class III		
Bakersfield	Incorporated	Watts Drive from Cottonwood Road to Madison Street - 0.5 miles - Class III		
Bakersfield	Incorporated	Brundage Lane from Union Avenue to Oswell Street - 5.08 miles - Class III		
Bakersfield	Incorporated	Niles Street from Alta Vista Drive to Virginia Street - 1.28 miles - Class II		
Bakersfield	Incorporated	Bernard Street from Chester Avenue to Mt. Vernon Avenue - 2.95 miles - Class II		
Bakersfield	Incorporated	Berkshire Road from Stine Road to Santana Sun Drive - 1.5 miles - Class III		
Bakersfield	Incorporated	21st Street from King Street to Washington Street - 0.89 miles - Class II		
Bakersfield	Incorporated	178 Overcrossing from Height Street to Mirador Drive - 0.1 miles - Class I		
Bakersfield	Incorporated	Laurelglen Boulevard from Pin Oak Park Boulevard to Gosford Road - 0.48 miles - Class III		
Bakersfield	Incorporated	Mountain Oak - McInnes Rt from Park Path to McInnes - Westwold Path - 0.59 miles - Class III		
Bakersfield	Incorporated	22nd Street from Elm Street to F Street - 0.72 miles - Class III		
Bakersfield	Incorporated	Christmas Tree Lane from Mt Vernon Avenue to Panorama Drive - 1.65 miles - Class III		
Bakersfield	Incorporated	Madison Street from Belle Terrace to White Ln - 1 mile - Class II		
Bakersfield	Incorporated	Park Path from Mountain Oak Road to Broad Oak Avenue - 0.19 miles - Class I		
Bakersfield	Incorporated	Wible Road from Planz Road to Taft Highway - 4 miles - Class II		
Bakersfield	Incorporated	Pacific Street from Union Avenue to Alta Vista Drive - 0.36 miles - Class III		
Bakersfield	Incorporated	Chinon - Limoges Route from McInnes Boulevard to Haggin Oaks Boulevard - 0.37 miles - Class III		
Bakersfield	Incorporated	Maywood - Charger Route from Oswell Street to Piper Way - 1.85 miles - Class III		
Bakersfield	Incorporated	McInnes - Westwold Path from McInnes Boulevard to Westwold Drive - 0.08 miles - Class I		
Bakersfield	Incorporated	Riverlakes Drive from Olive Drive to Coffee Road - 1.57 miles - Class II		
Bakersfield	Incorporated	Stine Road from Panama Lane to Taft Highway - 2 miles - Class II		
Bakersfield	Incorporated	Noriega Road from Renfro Rd to Calloway Drive - 2.01 miles - Class II		
Bakersfield	Incorporated	Marella Class III from Garnsey Avenue to Montclair Street - 0.55 miles - Class III		
Bakersfield	Incorporated	Marella Way from California Avenue to Montclair Street - 1 mile - Class III		
Bakersfield	Incorporated	Hosking Avenue from Wible Rd to Cottonwood Road - 3.03 miles - Class II		
Bakersfield	Incorporated	P Street from Brundage Lane to Belle Terrace - 0.5 miles - Class II		
Bakersfield	Incorporated	Sundale Avenue from La Puente Drive to New Stine Road - 0.91 miles - Class III		
Bakersfield	Incorporated	Palm Street from Real Road to P Street - 1.79 miles - Class III		
Bakersfield	Incorporated	Verdugo Lane from Olive Drive to Haggan Road - 1.22 miles - Class II		
Bakersfield	Incorporated	A St/Hughes Ln from California Ave to Terrace Way - 1.26 miles - Class II		
Bakersfield	Incorporated	Raider Drive from Planz Road to Merrimac Avenue - 0.25 miles - Class III		
Bakersfield	Incorporated	University Avenue from Haley Street to River Boulevard - 0.58 miles - Class III		
Bakersfield	Incorporated	Quailwood - Quailridge from Truxtun Avenue to Stockdale Highway - 1.02 miles - Class III		

**ATTACHMENT "A"**

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**TABLE 5.1 - Constrained Capital Improvement Program Continued**  
**2018 through 2040 - Non-motorized**

Project	Location	Scope	YOE Cost
Bakersfield	Incorporated	School House Road from Ming Ave to Ashe Road - 1.33 miles - Class III	
Bakersfield	Incorporated	18th St - 19th St Route from 21st Street to 17th Street - 1.01 miles - Class III	
Bakersfield	Incorporated	Calloway Drive from Snow Road to Norris Road - 0.5 miles - Class II	
Bakersfield	Incorporated	Panama Lane from H Street to Cottonwood Road - 2.03 miles - Class II	
Bakersfield	Incorporated	Broad Oak - Oak Grove Rt from Park Path to Westwood Drive - 0.2 miles - Class III	
Bakersfield	Incorporated	Ridge Oak Drive from Rose Petal Street to Mountain Oak Road - 0.42 miles - Class III	
Bakersfield	Incorporated	Harris Rd-Gasoline Alley from Wible Road to Pacheco Road - 0.7 miles - Class III	
Bakersfield	Incorporated	White Lane from Dovewood Street to Hughes Lane - 1.22 miles - Class III	
Bakersfield	Incorporated	Morning Drive from Auburn Street to Willis Avenue - 1.38 miles - Class II	
Bakersfield	Incorporated	Snow Road from Allen Road to Verdugo Lane - 1.5 miles - Class II	
Bakersfield	Incorporated	Clay Patrick Farr Way from Hageman Road to Granite Falls Dr - 0.83 miles - Class II	
Bakersfield	Incorporated	Buena Vista Canal Path from Ming Ave to Taft Hwy - 8.29 miles - Class I	
Bakersfield	Incorporated	Merrimac Avenue from Raider Drive to Monitor Street - 0.06 miles - Class III	
Bakersfield	Incorporated	Monitor Street from Merrimac Avenue to White Lane - 0.25 miles - Class III	
Bakersfield	Incorporated	Spring Creek Loop from Wilderness Drive to Reliance Drive - 1.03 miles - Class III	
Bakersfield	Incorporated	Mountain Vista Drive from Grand Lakes Avenue to Berkshire Road - 2.73 miles - Class III	
Bakersfield	Incorporated	Half Moon Drive from Ashe Rd to Ashe Rd - 1.15 miles - Class II	
Bakersfield	Incorporated	Bakersfield Commons Conn. from Coffee Road to Friant-Kern Canal - 0.44 miles - Class I	
Bakersfield	Incorporated	Madison Street from Brundage Lane to Belle Terrace - 0.49 miles - Class III	
Bakersfield	Incorporated	Jewetta Avenue from Palm Avenue to Brimhall Road - 0.5 miles - Class III	
Bakersfield	Incorporated	University Avenue from Columbus Street to Panorama Drive - 0.68 miles - Class II	
Bakersfield	Incorporated	Coffee Road Path Widening from Truxtun Avenue to Kern River Parkway - 0.06 miles - Class I	
Bakersfield	Incorporated	Gosford Road from Harris Road to Taft Highway - 2.5 miles - Class II	
Bakersfield	Incorporated	Comanche Drive from City Limit to Highway 178 - 0.16 miles - Class III	
Bakersfield	Incorporated	Campus Park from Buena Vista Road to Old River Road - 1.06 miles - Class III	
Bakersfield	Incorporated	Patton Way from Weldon Avenue to Hageman Road - 0.28 miles - Class II	
Bakersfield	Incorporated	Morning Drive from Paladino Drive to Morningstar Avenue - 0.8 miles - Class II	
Bakersfield	Incorporated	Auburn Street from Morning Drive to Fairfax Road - 0.92 miles - Class II	
Bakersfield	Incorporated	Highway 178 from City Limits to Masterson Street - 6.6 miles - Class III	
Bakersfield	Incorporated	Allen Road from Ming Avenue to White Lane - 1.52 miles - Class II	
Bakersfield	Incorporated	Olive Drive from Santa Fe Way to Allen Road - 1.52 miles - Class II	
Bakersfield	Incorporated	Claymore Extension from Eissler Street to Piper Way - 0.11 miles - Class I	
Bakersfield	Incorporated	Paladino Drive from Rivani Drive to Grand Canyon Drive - 1.87 miles - Class II	

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<b>TABLE 5.1 - Constrained Capital Improvement Program Continued</b>				
<b>2018 through 2040 - Non-motorized</b>				
<b>Project</b>	<b>Location</b>	<b>Scope</b>	<b>YOE Cost</b>	
Bakersfield	Incorporated	Kern Canyon Road from Masterson Street to Morning Drive - 2.66 miles - Class II		
Bakersfield	Incorporated	North Rosedale Park Path from Campfire Drive to Jewetta Avenue - 0.18 miles - Class I		
Bakersfield	Incorporated	Jewetta Avenue from Bernard Street to 30th Street - 0.27 miles - Class III		
Bakersfield	Incorporated	Jewetta Avenue from Columbus Street to Bernard Street - 0.52 miles - Class III		
Bakersfield	Incorporated	36th Street from Chester Avenue to San Dimas Path - 0.59 miles - Class III		
Bakersfield	Incorporated	La France Drive from Castro Lane to El Toro Drive - 1.03 miles - Class III		
Bakersfield	Incorporated	Park/Blanch/11th/10th Route from Oak Street to Union Ave - 1.08 miles - Class III		
Bakersfield	Incorporated	Bank Street 2nd Street Ro from Oak Street to S. P Street - 1.59 miles - Class III		
Bakersfield	Incorporated	White Lane from Union Street to Cottonwood Road - 0.99 miles - Class II		
Bakersfield	Incorporated	Ming Avenue from Oak Street to Union Avenue - 2.03 miles - Class II		
Bakersfield	Incorporated	McKee Rd from Ashe Rd to SH 99 - 2.76 miles - Class II		
Bakersfield	Incorporated	Polo Drive from Dapple Avenue to Meadow Creek Street - 0.26 miles - Class III		
Bakersfield	Incorporated	Wilderness Drive from Harris Road to Reliance Drive - 0.54 miles - Class III		
Bakersfield	Incorporated	Garnsey Avenue from Garnsey Lane to Stockdale Highway - 0.57 miles - Class III		
Bakersfield	Incorporated	Height Street from River Boulevard to 178 Overcrossing - 0.75 miles - Class III		
Bakersfield	Incorporated	W. Jeffrey Street from Overcrossing to River Boulevard - 1.1 miles - Class III		
Bakersfield	Incorporated	Grand Lakes Avenue from Rossilyn Lane to Brandy Rose Street - 1.83 miles - Class III		
Bakersfield	Incorporated	Almondale Pk Shared Path from Meadow Creek Street to Verdugo Lane - 0.14 miles - Class I		
Bakersfield	Incorporated	San Dimas Path from 36th Street to Jeffrey Street - 0.43 miles - Class I		
Bakersfield	Incorporated	China Grade Loop from City Limit to Panorama Drive - 0.11 miles - Class III		
Bakersfield	Incorporated	Half Moon Drive from Ashe Road to Ashe Road - 0.96 miles - Class III		
Bakersfield	Incorporated	Hughes Lane from E Pacheco Rd to Fairview Road - 1 mile - Class III		
Bakersfield	Incorporated	Coventry - Benton Route from Ming Avenue to Oak Street - 1.4 miles - Class III		
Bakersfield	Incorporated	Noble Avenue Route from River Boulevard to Columbus Street - 2.3 miles - Class III		
Bakersfield	Incorporated	Old Farm Road from Snow Road to Hageman Road - 2 miles - Class II		
Bakersfield	Incorporated	Buena Vista Road from Panama Lane to Highway 119 - 2 miles - Class II		
Bakersfield	Incorporated	Mt. Vernon Avenue from Panorama Drive to Flower Street - 2.19 miles - Class II		
Bakersfield	Incorporated	Old River Road from Harris Road to Taft Highway - 2.5 miles - Class II		
Bakersfield	Incorporated	Emerald Cove Park Path from Vaquero Avenue to Hageman Road - 0.23 miles - Class I		
Bakersfield	Incorporated	Polo Park Shared Path from Old Farm Road to Grazing Avenue - 0.37 miles - Class I		
Bakersfield	Incorporated	21st St from Oak St to Westwind Dr - 0.13 miles - Class II		
Bakersfield	Incorporated	Panama Lane from Dennen Street to Colony Street - 0.33 miles - Class II		

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**TABLE 5.1 - Constrained Capital Improvement Program Continued**  
**2018 through 2040 - Non-motorized**

Project	Location	Scope	YOE Cost
Bakersfield	Incorporated	Berkshire Road from Colony Street to Madison Street - 1.81 miles - Class III	
Bakersfield	Incorporated	Fairview Road from Hughes Lane to Cottonwood Road - 2.53 miles - Class III	
Bakersfield	Incorporated	21st St from Westwind Dr to Kern River Bike Path - 0.06 miles - Class I	
Bakersfield	Incorporated	Hosking Avenue from Wible Rd to Gosford Rd - 2.99 miles - Class II	
Bakersfield	Incorporated	Verdugo Lane from Seventh Standard Road to Snow Road - 1 mile - Class II	
Bakersfield	Incorporated	Edison Road from Highway 178 to End of Street - 1.15 miles - Class III	
Bakersfield	Incorporated	Patton Way from Weldon Avenue to Hageman Road - 0.28 miles - Class II	
Bakersfield	Incorporated	Rudd Avenue from Seventh Standard Road to Santa Fe Way - 1.5 miles - Class III	
Bakersfield	Incorporated	Alfred Harrell Highway from Morning Drive Bike Path to Highway 178 - 3.32 miles - Class III	
Bakersfield	Incorporated	Oswell Street from Columbus Street to City Limits - 0.66 miles - Class II	
Bakersfield	Incorporated	Masterson Street from Highway 178 to Alfred Harrell Highway - 1.43 miles - Class II	
Bakersfield	Incorporated	NE Bakersfield Path from Paladino Drive to Morning Drive Path - 2.7 miles - Class I	
Bakersfield	Incorporated	Columbus Path from Kern River Parkway to Columbus Street - 0.37 miles - Class I	
Bakersfield	Incorporated	Real Road from Garnsey Lane to Palm Street - 0.08 miles - Class III	
Bakersfield	Incorporated	Ridge Road from Camino Real to Mt. Vernon Avenue - 0.16 miles - Class III	
Bakersfield	Incorporated	Chippewa - Yorkshire from Jewetta Avenue to Verdugo Lane - 0.88 miles - Class III	
Bakersfield	Incorporated	Chamber Boulevard from S. Allen Road to Grand Lakes Avenue - 1.45 miles - Class III	
Bakersfield	Incorporated	Laurel Park - Wrangler from Bay Meadows Lane to Calloway Drive - 1.83 miles - Class III	
Bakersfield	Incorporated	Iron Creek Goose Creek CT from Allen Road to Coffee Road - 3.66 miles - Class III	
Bakersfield	Incorporated	Wenatchee Avenue from Panorama Drive to Columbus Street - 1.02 miles - Class II	
Bakersfield	Incorporated	Ashe Road from Panama Lane to Taft Highway - 2 miles - Class II	
Bakersfield	Incorporated	Alfred Harrell Highway from City Limit to Panorama Drive - 0.1 miles - Class III	
Bakersfield	Incorporated	Toluca Drive Route from Renfro Road to Allen Road - 1.48 miles - Class III	
Bakersfield	Incorporated	Panama Lane from Mountain Vista Road to Gosford Road - 1.5 miles - Class II	
Bakersfield	Incorporated	Overcrossing from Willow Drive to Rio Mirada - 0.17 miles - Class I	
Bakersfield	Incorporated	Allen Road from Pensinger Road to Highway 119 - 2.75 miles - Class II	
Bakersfield	Incorporated	Mohawk Street from Hageman Road to Rosedale Highway - 1.26 miles - Class II	
Bakersfield	Incorporated	Panama Lane from Interstate 5 to Gosford Road - 2.02 miles - Class II	
Bakersfield	Incorporated	Camino Grande from Alfred Harrell to NE Bakersfield Path - 1.29 miles - Class III	
Bakersfield	Incorporated	Patton Way Shared Path from Weldon Avenue to Hageman Road - 0.27 miles - Class I	
Bakersfield	Incorporated	Appletree - Hahn Route from Wilson Road to Wible Road - 1.8 miles - Class III	
Bakersfield	Incorporated	Cottonwood Road from Casa Loma Drive to E. Panama Lane - 3 miles - Class III	

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**TABLE 5.1 - Constrained Capital Improvement Program Continued**

2018 through 2040 - Non-motorized				
Project	Location	Scope	YOE Cost	
Bakersfield	Incorporated	S. H Street from Panama Lane to Taft Highway - 2 miles - Class III		
Bakersfield	Incorporated	Greenwich - Balvanera from Verdugo Lane to Calloway Road - 0.55 miles - Class III		
Bakersfield	Incorporated	Arvin-Edison Canal Path from Cottonwood Road to Fairfax Road - 3.77 miles - Class I		
Bakersfield	Incorporated	Sage Drive from Half Moon Bay Drive to Wilson Road - 0.2 miles - Class III		
Bakersfield	Incorporated	Stellar Avenue from Old Farm Road to Campfire Drive - 0.34 miles - Class III		
Bakersfield	Incorporated	Westholme Boulevard from Ming Avenue to Wilson Road - 0.4 miles - Class III		
Bakersfield	Incorporated	El Capitan Bike Route from Noriega Road to Polo Park Path - 0.44 miles - Class III		
Bakersfield	Incorporated	Allegheny Court from Old Walker Pass Road to Rivers Edge Park - 0.44 miles - Class III		
Bakersfield	Incorporated	Olympia Drive from S. Laurel Glen Boulevard to Half Moon Bay Drive - 0.49 miles - Class III		
Bakersfield	Incorporated	Old Walker Pass Road from Comanche Drive to Rancheria Road - 1.46 miles - Class III		
Bakersfield	Incorporated	Knudsen Drive from Olive Drive to Hageman Road - 0.47 miles - Class II		
Bakersfield	Incorporated	Brimhall Road from Renfro Road to Allen Road - 1.01 miles - Class II		
Bakersfield	Incorporated	Santa Fe Way from 7th Standard Road to Hageman Road - 4.14 miles - Class II		
Bakersfield	Incorporated	Rail ROW Path from 7th Standard Road to E. Norris Road - 2.23 miles - Class I		
Bakersfield	Incorporated	Kahala - Constitution Road from Hawaii Lane to Jewetta Avenue - 1.34 miles - Class III		
Bakersfield	Incorporated	Mezzadro/Alderbrook/Lavina from Allen Road to Allen Road - 3.63 miles - Class III		
Bakersfield	Incorporated	Panorama Class I Connecti from Kern River Parkway to Panorama Drive - 0.06 miles - Class I		
Bakersfield	Incorporated	Mountain Ridge Rd from Panama Ln to Taft Hwy - 2 miles - Class II		
Bakersfield	Incorporated	Reina Road from Renfro Road to Verdugo Lane - 2.04 miles - Class II		
Bakersfield	Incorporated	Calloway Shared Path from Balvanera Drive to Noriega Road - 0.28 miles - Class I		
Bakersfield	Incorporated	Yarnell Bike Route from Paul Avenue to Calloway Drive - 0.31 miles - Class III		
Bakersfield	Incorporated	Hawaii - Wailea from Allen Road to Noriega Road - 0.38 miles - Class III		
Bakersfield	Incorporated	Allen Road from Snow Road to Hageman Road - 1.89 miles - Class II		
Bakersfield	Incorporated	Mountain Park Dr from Kern River Parkway to River Run Boulevard - 0.18 miles - Class III		
Bakersfield	Incorporated	Rose Petal Street from Brandy Rose Street to Ridge Oak Drive - 0.2 miles - Class III		
Bakersfield	Incorporated	River Run Boulevard from Ming Avenue to Buena Vista Road - 0.93 miles - Class III		
Bakersfield	Incorporated	Truxtun Shared Path link from Coffee Road to Quailridge Road - 0.15 miles - Class I		
Bakersfield	Incorporated	Panama Lane from Interstate 5 to Gosford Road - 2.02 miles - Class II		
Bakersfield	Incorporated	Various Feasibility Studies for Other Bike and Pedestrian Related Improvements		
Bakersfield	County Area	Union Avenue from Panama Road to Bear Mountain Blvd - 4 miles - Class II		
Bakersfield	County Area	Santa Fe Way from Driver Road to Riverside Street - 3.6 miles - Class II		

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**TABLE 5.1 - Constrained Capital Improvement Program Continued**

<b>2018 through 2040 - Non-motorized</b>				
<b>Project</b>	<b>Location</b>	<b>Scope</b>	<b>YOE Cost</b>	
Bakersfield	County Area	Rudd Avenue from Palm Avenue to Brimhall Road - 0.5 miles - Class II		
Bakersfield	County Area	Roberts Lane from Norris Road to Washington Avenue - 0.5 miles - Class II		
Bakersfield	County Area	Roberts Lane from Washington Avenue to Stanford Drive - 0.7 miles - Class II		
Bakersfield	County Area	River Blvd from Panorama Drive to Bernard Street - 1.3 miles - Class II		
Bakersfield	County Area	Pioneer Drive from Osw ell Steet to Morning Drive - 2 miles - Class II		
Bakersfield	County Area	Pegasus Road from Merle Haggard Drive to Norris Road - 1.8 miles - Class II		
Bakersfield	County Area	Patton Way from Snow Road to Hageman Road - 1.8 miles - Class II		
Bakersfield	County Area	Panama Road from Weedpatch Hwy to S Comanche Drive - 4 miles - Class II		
Bakersfield	County Area	Palm Avenue from Heath Road to Renfro Road - 1 miles - Class II		
Bakersfield	County Area	Palm Ave (Country Breeze & Slikker Drive) from Old Farm Road to Country Breeze Place - 1.7 miles - Class II		
Bakersfield	County Area	Old River Road from Taft Hwy to Shafter Road - 3 miles - Class II		
Bakersfield	County Area	Old Farm Road from Palm Avenue to Brimhall Road - 0.5 miles - Class II		
Bakersfield	County Area	Old Farm Road from Good Place to Rosedale Hwy - 0.5 miles - Class II		
Bakersfield	County Area	Norris Road from Snow Road to Roberts Lane - 0.7 miles - Class II		
Bakersfield	County Area	Nord Avenue from Kratzmeyer Road to Stockdale Hwy - 4.5 miles - Class II		
Bakersfield	County Area	Niles Street from Virginia Street to Morning Drive - 3.5 miles - Class II		
Bakersfield	County Area	Muller Road from S Ow ell Street to Weedpatch Hwy - 2 miles - Class II		
Bakersfield	County Area	Merle Haggard Drive from South Granite Road to N Chester Avenue - 1 miles - Class II		
Bakersfield	County Area	McCray Street from Merle Haggard Drive to China Grade Loop - 1 miles - Class II		
Bakersfield	County Area	Landco Drive from Callow ay Canal to Rosedale Highway - 0.7 miles - Class II		
Bakersfield	County Area	Kratzmeyer Road from Santa Fe Way to Enos Lane - 4.5 miles - Class II		
Bakersfield	County Area	Knudsen Drive from Norris Road to Hageman Road - 0.9 miles - Class II		
Bakersfield	County Area	Hageman Road from Wegis Avenue to Nord Road - 0.5 miles - Class II		
Bakersfield	County Area	Flow er Street from Ow ens Street to Mt Vernon Avenue - 1 miles - Class II		
Bakersfield	County Area	Enos Lane from Beech Avenue to Panama Lane - 11.3 miles - Class II		
Bakersfield	County Area	Decatur Street from Airport Drive to Sequoia Drive - 0.3 miles - Class II		
Bakersfield	County Area	Day Avenue from N Chester Avenue to Manor Street - 0.5 miles - Class II		
Bakersfield	County Area	Comanche Drive from E Panama Lane to Varsity Avenue - 5.5 miles - Class II		
Bakersfield	County Area	Buena Vista Blvd from S Union Avenue to S Comanche Drive - 9.1 miles - Class II		

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**TABLE 5.1 - Constrained Capital Improvement Program Continued**

2018 through 2040 - Non-motorized				
Project	Location	Scope	YOE Cost	
Bakersfield	County Area	Brimhall Road from Enos Lane to Superior Road - 1 miles - Class II		
Bakersfield	County Area	Brimhall Road from Wegis Avenue to Rudd Avenue - 1 miles - Class II		
Bakersfield	County Area	Brae Burn Drive from Country Club Drive to College Avenue - 0.6 miles - Class II		
Bakersfield	County Area	Beech Avenue from E Los Angeles to Enos Lane - 2.3 miles - Class II		
Bakersfield	County Area	Airport Drive from China Grade Loop to Roberts Lane - 1.3 miles - Class II		
Bakersfield	County Area	Olive Drive from Victor Street to SR 99 - 0.3 miles - Class III		
Bakersfield	County Area	N Chester Avenue from Existing Bike Route to Merle Haggard Drive - 0.3 miles - Class III		
Bakersfield	County Area	Rosedale Hwy from Enos Lane to Mohawk Street - 10.9 miles - Caltrans Shoulder		
Bakersfield	County Area	Woodrow Ave from Roberts Lane to N Chester Ave - 1.8 miles - Neighborhood Green Streets		
Bakersfield	County Area	Wilson Avenue - Castaic Ave from Roberts Lane to North Chester Avenue - 1.9 miles - Neighborhood Green Streets		
Bakersfield	County Area	Valencia Drive from College Ave to Pioneer Drive - 1 miles - Neighborhood Green Streets		
Bakersfield	County Area	Shalimar Drive from Niles Street to Pioneer Drive - 0.5 miles - Neighborhood Green Streets		
Bakersfield	County Area	Pesante Road from Cul-de-sac to Pioneer Drive - 1 miles - Neighborhood Green Streets		
Bakersfield	County Area	Jeffrey Street from Union Ave to River Blvd - 0.2 miles - Neighborhood Green Streets		
Bakersfield	County Area	Jeffrey Street from Loma Linda Drive to River Blvd - 0.7 miles - Neighborhood Green Streets		
Bakersfield	County Area	Height Street from River Blvd to Haley Street - 0.5 miles - Neighborhood Green Streets		
Bakersfield	County Area	Decatur Street from Sequoia Drive to Chester Ave - 0.8 miles - Neighborhood Green Streets		
Bakersfield	County Area	Country Club Drive - Horace Mann Ave- Pentz St from College Ave to Center St - 0.8 miles - Neighborhood Green Streets		
Bakersfield	County Area	Center Street/Rosewood Avenuenue from Shalimar Drive to Monica Street - 1.8 miles - Neighborhood Green Streets		
Bakersfield	County Area	Center Street from Oswell Steet to Pesante Road - 0.8 miles - Neighborhood Green Streets		
Bakersfield	County Area	Tupman Path from Enos Lane to Moose Street - 5.6 miles		
Bakersfield	County Area	Stine Canal from Stockdale Hwy to Belle Terrace - 0.5 miles - Other		
Bakersfield	County Area	Lake Evans Loop from Lake Evans to Lake Evans - 2.7 miles - Other		
Bakersfield	County Area	Enos Lane Path from Panama Lane to Buena Vista Rec Area Loop - 4.5 miles - Other		
Bakersfield	County Area	East Side Canal from Kentucky Street to Fairfax Road - 2.7 miles - Other		
Bakersfield	County Area	East Side Canal from E Brundage Lane to Panama Road - 7.9 miles - Other		
Bakersfield	County Area	East Branch Canal from Belle Terrace to Casa Loma Drive - 0.7 miles - Other		
Bakersfield	County Area	Cumberland Road from Bear Valley Road to Bear Valley Springs - 3.6 miles - Other		
Bakersfield	County Area	Central Branch Canal from Ming Avenue to Union Avenue - 1.3 miles - Other		
Bakersfield	County Area	Central Branch Canal from E Pacheco Road to Buckley Avenue - 0.8 miles - Other		
Bakersfield	County Area	Central Branch Canal from E Panama Lane to Berkshire Road - 0.5 miles - Other		
Bakersfield	County Area	Calloway Canal from Coffee Road to Hwy 99 - 3.8 miles - Other		
Bakersfield	County Area	Buena Vista Rec Area Loop from Lake Buena Vista to Lake Buena Vista - 7.7 miles - Other		
Bakersfield	County Area	Beardsley Canal from Fruitvale Avenue to Manor Street - 4 miles - Other		

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**TABLE 5.1 - Constrained Capital Improvement Program Continued**  
**2018 through 2040 - Non-motorized (Continued)**

Project	Location	Scope	YOE Cost
Bakersfield	County Area	Arvin-Edison Canal from S Osw ell Street to Marion Avenue - 1.5 miles - Other	
Bakersfield	County Area	Arvin-Edison Canal from Central Branch Canal to Mount Vernon Avenue - 1.3 miles - Other	
Bakersfield	County Area	Lake Ming Loop from Kern River Parkw ay to Campground Road - 2.6 miles - Class I	
Bakersfield	County Area	Airport Drive from Manor Street to W China Grade Loop - 1 miles - Class II	
Bakersfield	County Area	Unknow n Bike Path from Knudsen Drive to SR 99 - 0.7 miles - Class I	
Bakersfield	County Area	Unknow n Bike Path from Arrow Street to May Street - 0.6 miles - Class I	
Bakersfield	County Area	Unknow n Bike Path from Beardsley Avenue to Kern River Parkw ay - 0.5 miles - Class I	
Bakersfield	County Area	Weedpatch Hw y from SR 58 East Hw y to Panama Road - 6 miles - Class II	
Bakersfield	County Area	Taft Hw y from Heath Road Extension to Buena Vista Road - 3 miles - Class II	
Bakersfield	County Area	Standard Street from Rio Mirador Drive to Gilmore Avenue - 1.1 miles - Class II	
Bakersfield	County Area	Panama Road from Buena Vista Road to Weedpatch Hw y - 12.1 miles - Class II	
Bakersfield	County Area	Muller Road from Weedpatch Hw y to S Comanche Drive - 4 miles - Class II	
Bakersfield	County Area	Gilmore Avenue from Mohaw k Street to Standard Street - 1 miles - Class II	
Bakersfield	County Area	Fairfax Road from E Brundage Lane to Panama Road - 6 miles - Class II	
Bakersfield	County Area	Edison Hw y from Washington Street to S Comanche Drive - 7.8 miles - Class II	
Bakersfield	County Area	E Panama Lane from Cottonw ood Road to S Comanche Drive - 8.1 miles - Class II	
Bakersfield	County Area	E Norris Road from Roberts Lane to N Chester Avenue - 2.1 miles - Class II	
Bakersfield	County Area	Cottonw ood Road from E Panama Lane to Panama Road - 2 miles - Class II	
Bakersfield	County Area	S H Street from Taft Hw y to Shafter Road - 3.2 miles - Class II	
	Bear Valley	Bear Valley Road from Cumberland Road to Hw y 202 - 6.8 miles - Other	
	County	Kern River Parkw ay from Western end of Path to Lake Buena Vista - 2.9 miles - Class I	
	County	Sierra Hw y from Rosamond Blvd to LA County Line - 3 miles - Class II	
	County	Rosamond Blvd from 60th Street to Sierra Hw y - 4.2 miles - Class II	
	County	Kiddyland Drive from River Crossing to Alfred Harrel Hw y - 0.3 miles - Class II	
	County	SR 178 from SR 14 to Sierra Hw y - 32.3 miles - Caltrans Shoulder	
	County	SR 178 from Bakersfield City Limits to Kern River Valley - 26.4 miles - Caltrans Shoulder	
	County	SR 14 from SR 178 to Mojave - 46.6 miles - Caltrans Shoulder	
	County	202 Hw y from Tehachapi Blvd to Bear Valley Road - 5.7 miles - Caltrans Shoulder	
	County	Weedpatch Hw y from Di Giorgio Road to E Bear Mountain Blvd - 3 miles - Class II	
	Delano	Lake Woollomes Loop from Lake Woollomes to Lake Woollomes - 5.3 miles - Class I	
	Delano	Stradley Avenue from SR 155 to Sherw ood Avenue - 6 miles - Class II	
	Delano	Pond Road from Benner Avenue to Stradley Avenue - 3 miles - Class II	
	Delano	Mast Avenue from Garces Hw y to Airport Avenue - 1 miles - Class II	
	Delano	Airport Avenue from Mast Avenue to Proposed Woollomes - 2.7 miles - Class II	
	Golden Hills	Woodford Tehachapi Road from Valley Blvd to Highline Road - 1 miles - Class II	
	Golden Hills	Valley Blvd from Tucker Road to Woodford Tehachapi Road - 1.5 miles - Class II	

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**TABLE 5.1 - Constrained Capital Improvement Program Continued**  
**2018 through 2040 - Non-motorized (Continued)**

Project	Location	Scope	YOE Cost
	Golden Hills	SR 202 from Bear Valley Road to Woodford Tehachapi Road - 5.7 miles - Class II	
	Golden Hills	Pellisier Road from Banducci Road to Giraudo Road - 2 miles - Class II	
	Golden Hills	Old Town Road from Mariposa Road to Tehachapi Road - 0.7 miles - Class II	
	Golden Hills	Highline Road from Tucker Road to Banducci Road - 3.1 miles - Class II	
	Golden Hills	Golden Hills Blvd. from Santa Barbara Drive to Highline Road - 1.1 miles - Class II	
	Golden Hills	Giraudo Road from Pellisier Road to Bailey Road - 0.5 miles - Class II	
	Golden Hills	Cummings Valley Road from Bailey Road to Bear Valley Road - 1 miles - Class II	
	Golden Hills	Cummings Valley Road from Bailey Road to SR 202 - 0.4 miles - Class II	
	Golden Hills	Bear Valley Road from SR 202 to Proposed Road - 1.5 miles - Class II	
	Golden Hills	Banducci Road from SR 202 to Highline Road - 0.2 miles - Class II	
	Golden Hills	Banducci Road from Comanche Point Road to Pellisier Road - 2.5 miles - Class II	
	Golden Hills	Bailey Road from Giraudo Road to Cummings Valley Road - 1.5 miles - Class II	
	Golden Hills	Stallion Springs Road/Comanche Point Road from Banducci Road to Banducci Road - 3.1 miles - Other	
	Indian Wells	Brown Road from SR 14 to US 395 - 20 miles - Class III Signage Only	
	Indian Wells	Brown Road from US 395 Northern Overpass to US 395 Southern Overpass - 0.3 miles - Class III Signage Only	
	Indian Wells	Athel Avenue from Us 395 to Brown Road - 2.6 miles - Class III Signage Only	
	Indian Wells	US 395 from Brown Road to China Lake Blvd. - 10.1 miles - Caltrans Shoulder	
	Indian Wells	US 395 from Brown Road to Inyo County Line - 10.4 miles - Caltrans Shoulder	
	Indian Wells	SR 14 from Athel Avenue to SR 178 - 5.9 miles - Caltrans Shoulder	
	Indian Wells	SR 14 from US 395 to Athel Avenue - 1 miles - Caltrans Shoulder	
	Indian Wells	Brown Road from US 395 to Ridgecrest Blvd. - 8.2 miles - Pave Shoulder	
	Indian Wells	Brown Road from Athel Avenue to US 395 - 7.8 miles - Pave Shoulder	
	Indian Wells	Brown Road from US 395 Northern Overpass to US 395 Southern Overpass - 0.3 miles - Pave Shoulder	
	Indian Wells	Inyokern Road from SR 178 Ridgecrest City Limits to SR 14 - 9.2 miles - Other	
	Inyokern	Broadway from Orchard Avenue to Plains Avenue - 0.5 miles - Class II	
	Kern River	Lake Isabella Blvd from Nugget Ave to Erskine Creek Road - 2.2 miles - Class II	
	Kern River	Kelso Valley Road from SR 178 to Adams Drive - 1.8 miles - Class II	
	Kern River	Kelso Valley Rd / Kelso Valley Creek Road from SR 178 to Loops Back to SR 178 - 9.7 miles - Class III	
	Kern River	SR 178 from Kelsy Valley Creek Road to Kelso Valley Road - 1.2 miles - Caltrans Shoulder	
	Kern River	Lake Isabella Loop from Loop to - 30.1 miles - Other	
	Kernville	Kern River/Lake from Riverside Park to Wofford Heights Park - 4.3 miles - Class I	
	Kernville	Sierra Way from Valley View Drive to Cyrus Canyon Road - 2.2 miles - Class III	
	Kernville	Sirretta Street from Burlando Road to Existing Class II - 1 miles - Neighborhood Green Streets	

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**TABLE 5.1 - Constrained Capital Improvement Program Continued**  
**2018 through 2040 - Non-motorized (Continued)**

Project	Location	Scope	YOE Cost
	Kernville	Burlando Road from Rio Del Loma/Whiskey Flat to Kernville Road - 2.1 miles - Neighborhood Green Streets	
	Kernville	Burlando Road from Kernville to Wofford Heights - 3 miles - Class I	
	Lake Isabella	Wofford Road Lake Isabella 2.2.0 from Burlando Road to SR 155 - 2 miles - Class II	
	Lake Isabella	McCray Road from SR 178 to Dogwood Road - 0.4 miles - Class II	
	Lake Isabella	Erskine Creek Road from Lake Isabella Blvd to Pasadena Lane - 1.4 miles - Class II	
	Lake Isabella	Bodfish Canyon Road from Lake Isabella Blvd to End of Road - 2.9 miles - Class II	
	Lake Isabella	Sierra Way from Kernville Airport to SR 178 - 11.2 miles - Class III	
	Lake Isabella	Hwy 155 from Wofford Road to Lake Isabella Blvd - 5.5 miles - Class III	
	Lake Isabella	SR 178 from SR 155 to Sierra Way - 11.4 miles - Caltrans Shoulder	
	Lake Isabella	SR 178 from Mobile Drive to Poplar Street - 0.8 miles - Caltrans Shoulder	
	Lake Isabella	Lynch Canyon Drive from SR 178 to Poplar Street - 0.7 miles - Neighborhood Green Streets	
	McFarland	Sherwood Avenue from Stradley Avenue to S Garzoli Avenue - 1 miles - Class II	
	McFarland	Perkins Avenue from Stradley Avenue to S Garzoli Avenue - 1 miles - Class II	
	Mojave	Sierra Hwy from Oak Creek Road to Purdy Avenue - 2.4 miles - Class I	
	Mojave	Rosewood Blvd from Kyle Street to 5th Street - 5 miles - Class II	
	Mojave	Purdy Ave from 45th Street to Town Limits - 6.8 miles - Class II	
	Mojave	Oak Creek Road from 45th Street to K Street - 2.3 miles - Class II	
	Mojave	O Street from Inyo Street to Park Street - 0.4 miles - Class II	
	Mojave	Kock Street from Arroyo Avenue to Purdy Avenue - 3.1 miles - Class II	
	Mojave	K Street from Oak Creek Road to Inyo Street - 0.5 miles - Class II	
	Mojave	Inyo Street from K Street to O Street - 0.3 miles - Class II	
	Mojave	Holt Street from Arroyo Avenue to Purdy Avenue - 3 miles - Class II	
	Mojave	Denise Avenue from 5th Street to Town Limits - 1.5 miles - Class II	
	Mojave	Camelot Blvd from 45th Street to Holt Street - 1.6 miles - Class II	
	Mojave	Butte Avenue from 5th Street to Town Limits - 1.5 miles - Class II	
	Mojave	Arroyo Avenue from 5th Street to Town Limits - 1.5 miles - Class II	
	Mojave	Arroyo Avenue from 45th Street to SR 58 - 1.9 miles - Class II	
	Mojave	5th Street from Rosewood Blvd to Purdy Avenue - 5.1 miles - Class II	
	Mojave	40th Street from Arroyo Avenue to Purdy Avenue - 3.1 miles - Class II	
	Mojave	Sierra Hwy from Rosamond Blvd to Silver Queen Road - 9.3 miles - Class III	
	Mojave	SR 58 from SR 14 (Sierra Hwy) to 5th Street - 2.9 miles - Caltrans Shoulder	
	Ridgecrest	Javis Avenue Parkway from China Lake Blvd to S Downs St Parkway - 1.2 miles - Class I	
	Ridgecrest	Indian Wells Valley Parkway Trail from N Jacks Rancho Road to N Jacks Rancho Road - 12.6 miles - Class I	
	Ridgecrest	Bowman Road from Jacks Ranch Road to Brady Street - 1 miles - Class I	

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**TABLE 5.1 - Constrained Capital Improvement Program Continued**  
**2018 through 2040 - Non-motorized (Continued)**

Project	Location	Scope	YOE Cost
	Ridgecrest	Springer Avenue from College Heights Blvd to Gateway Blvd - 1 miles - Class II	
	Ridgecrest	Springer Avenue from S Downs Street to Norma St Parkway - 0.5 miles - Class II	
	Ridgecrest	Springer Ave from Jacks Ranch Road to Brady Street - 1 miles - Class II	
	Ridgecrest	S Downs Street from S China Lake Blvd to E Jarvis Ave - 1.1 miles - Class II	
	Ridgecrest	Javis Ave from South China Lake Blvd to Norma St Parkway - 1.8 miles - Class II	
	Ridgecrest	Jacks Ranch Road from Ridgetcrest Blvd to Springer Avenue - 2 miles - Class II	
	Ridgecrest	Drummond Avenue from Jacks Ranch Road to Downs Street - 1 miles - Class II	
	Ridgecrest	Brady Street from Inyokern Road (SR 178) to South China Lake Blvd - 4.7 miles - Class II	
	Ridgecrest	E Dolphin Avenue from Gateway Blvd to Lumill Street - 0.5 miles - Class III	
	Ridgecrest	E Belle Vista Parkway from Gateway Blvd to Summit Street - 0.4 miles - Class III	
	Ridgecrest	US 395 from China Lake Blvd to San Bernardino City Line - 14 miles - Caltrans Shoulder	
	Shafter	Shafter Avenue from Sierra Avenue (Shafter) to Kimberlina Road - 3.3 miles - Class II	
	Shafter	Riverside Street from Central Valley Hwy to Driver Road - 2.6 miles - Class II	
	Shafter	Riverside Street from Poplar Avenue to Charry Avenue - 2.5 miles - Class II	
	Shafter	Poplar Avenue from Fresno Avenue to Riverside Street - 2 miles - Class II	
	Shafter	Palm Avenue from Kimberlina Road to Fresno Avenue - 3 miles - Class II	
	Shafter	Palm Avenue from Lupine Court to Kimberlina Road - 1.5 miles - Class II	
	Shafter	Magnolia Avenue from McCombs Road to Kimberlina Road - 4 miles - Class II	
	Shafter	Kimberlina Road from Magnolia Avenue to Shafter Avenue - 5.1 miles - Class II	
	Shafter	Fresno Avenue from Palm Avenue to Shafter Avenue - 4.1 miles - Class II	
	Wasco	Central Avenue from Filburn Avenue to Kimberlina Road - 1.5 miles - Class II	
	Taft	Pico Street from S 6th Street to Asher Way - 0.1 miles - Class II	
	Taft	Olive Avenue from Supply Row to Wood Street - 0.3 miles - Class II	
	Taft	Harding Avenue from A Street to E Street - 0.2 miles - Class II	
	Taft	Grevillea Street from Division Road to Harrison Street - 0.5 miles - Class II	
	Taft	General Petroleum from 2nd Street to Wood Street - 0.4 miles - Class II	
	Taft	Elm Street from Division Road to Harrison Street - 0.5 miles - Class II	
	Taft	E Street from Harding Avenue to 10th Street - 0.6 miles - Class II	
	Taft	E Ash Street from Adams Street to Airport Road - 0.9 miles - Class II	
	Taft	Division Road from Grevillea Street to Ash Street - 0.7 miles - Class II	
	Taft	Cedar Street from Harrison Street to Airport Road - 1.6 miles - Class II	
	Taft	Cedar Street from Division Road to Tyler Street - 0.4 miles - Class II	

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<b>TABLE 5.1 - Constrained Capital Improvement Program Continued</b>					
<b>2018 through 2040 - Non-motorized (Continued)</b>					
	Taft	Asher Avenue from Supply Row to South Street - 0.5 miles - Class II			
	Taft	Ash Street from Emmons Park to Harrison Street - 0.2 miles - Class II			
	Taft	A Street from Arroyo Drive to Hilard Street - 0.3 miles - Class II			
	Taft	Taft Path from Kern River Parkway to Gardner Field Road - 10.6 miles - Other			
	Taft	Gardner Field Road from County to Aqueduct - 1.5 miles - Other			
	Tehachapi	White Pine Drive from Tehachapi Blvd to Mariposa Road - 0.4 miles - Class II			
	Tupman	Tule Elk Reserve Path from Tupman Path to Tule Elk Reserve State Park - 1.3 miles - Other			
	County	Garlock Road from Redrock-Randsburg Road to US 395 - 18 miles - Class III			
	Wasco	Hwy 46 from Gun Club Road to Magnolia Ave - 8 miles - Caltrans Shoulder			
Various locations	Countywide	Construct Pedestrian Enhancement Improvements	77,500,000		
Various locations	Countywide	Construct Complete Streets Improvements	261,000,000		
		<b>Sub-total</b>	<b>\$424,000,000</b>		
<b>2018 through 2040 - Freight Rail</b>					
Project	Location	Scope	YOE Cost	Project ID	Start
Freight Rail	Tehachapi	Double-track sections from Bakersfield to Mojave - Phase 2	\$100,000,000		
Freight Rail	Shafter	Shafter Intermodal Rail Facility - Phase 3	60,000,000		
		<b>(Information only) Sub-total</b>	<b>\$160,000,000</b>		

<b>2018 through 2025 - Major Highway Improvements</b>					
Project	Location	Scope	YOE Cost	Project ID	Start
Route 14	Inyokern	Redrock / Inyokern Rd to Rt 178 - w iden to four lanes (Phase 2)	42,000,000	KER08RTP017	2021
Route 58	Bakersfield	Rosedale Hwy - Rt 43 to Allen Rd - w iden existing highway	59,000,000	KER08RTP092	2025
Route 58	Metro Bkfd	Rosedale Hwy @ Minkler Spur / Landco - construct grade separation	27,000,000	KER08RTP118	2025
Route 58	Bakersfield	Union Ave to Fairfax Rd - w iden to eight lanes	47,400,000	KER08RTP093	2025
Route 65	Bakersfield	James Rd to Merle Haggard Dr - w iden to four lanes	3,000,000	KER08RTP094	2021
Route 99	Bakersfield	Olive Drive - construct interchange upgrades	6,100,000	KER08RTP091	2016
Route 178	Bakersfield	At Rt 204 - construct interchange	25,700,000	KER08RTP095	2025
Route 184	Bakersfield	At Union Pacific Railroad - construct grade separation	26,400,000	KER08RTP108	2025
Hageman Flyover	Bakersfield	Knudsen Dr to Rt 204 - construct extension	68,900,000	KER08RTP013	2016
7th Standard Rd	Shafter/Bkfd	Rt 43 to Santa Fe Way - w iden existing roadway	14,000,000	KER08RTP113	2018
Centennial Corridor	Bakersfield	I-5 to Rt-58/Cottonwood Rd - element of the Bakersfield Beltway System - construct new freeway and/or operational improvements	698,000,000	KER08RTP020	2016
		<b>Sub-total</b>	<b>\$230,500,000</b>		

<b>2026 through 2030 - Major Highway Improvements</b>					
Project	Location	Scope	YOE Cost	Project ID	Start
Route 119	Bakersfield	I-5 to Buena Vista - w iden to four lanes	31,300,000	KER08RTP099	2026
Route 119	Taft	Cherry Ave to Elk Hills Rd (Phase 1, bypass) - w iden to four lanes	115,000,000	KER08RTP022	2030
Route 178	Metro Bkfd	Near Oswell St to Vineland Rd - w iden existing freeway	17,000,000	KER08RTP111	2028
Route 184	Bakersfield	Panama Rd to Rt 58 - w iden to four lanes	10,500,000	KER08RTP100	2029
Route 184	Bakersfield	Morning Dr to Rt 178 - w iden to four lanes	5,000,000	KER08RTP101	2026
7th Standard Rd	Shafter/Bkfd	Rt 43 to Santa Fe Way - w iden existing roadway	14,000,000	KER08RTP113	2030
West Beltway	Metro Bkfd	Rosedale Hwy to 1/2 mile north of 7th Standard Rd - construct new facility	115,793,000	KER08RTP102	2030
West Beltway	Metro Bkfd	Rosedale Hwy to Westside Parkway - construct new facility	93,500,000	KER08RTP016	2030
		<b>Sub-total</b>	<b>\$402,093,000</b>		

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<b>2031 through 2035 - Major Highway Improvements</b>					
Project	Location	Scope	YOE Cost	Project ID	Start
Route 14	Inyokern	Redrock / Inyokern Rd to Rt 178 - widen to four lanes (Phase 3)	\$32,000,000	KER08RTP024	2035
Route 58	Bakersfield	At various locations - ramp improvements (HOV - ramp metering)	\$32,600,000	KER08RTP103	2033
Route 99	Bakersfield	Beardsley Canal to 7th Standard Rd - widen to eight lanes	90,800,000	KER08RTP138	2033
Route 99	Bakersfield	At Olive Drive - reconstruct interchange	108,000,000	KER08RTP021	2033
Route 99	Bakersfield	At Snow Rd - construct new interchange	138,200,000	KER08RTP115	2033
Route 99	Bakersfield	At various locations - ramp improvements (HOV - ramp metering)	37,000,000	KER08RTP105	2033
Route 178	Bakersfield	At Rt 204 and 178 - reconstruct freeway ramps (HOV - ramp metering)	50,000,000	KER08RTP085	2033
Route 178	Bakersfield	At various locations - ramp improvements (HOV - ramp metering)	37,000,000	KER08RTP106	2033
Route 178	Bakersfield	Existing west terminus to Oswell St - widen to eight lanes (HOV)	140,500,000	KER08RTP026	2035
Route 184	Lamont	Rt 58 to Rt 178 - widen to four lanes	90,000,000	KER08RTP045	2028
Route 204	Bakersfield	Airport Drive to Rt 178 - widen existing highway	55,000,000	KER08RTP083	2035
Route 204	Bakersfield	F St - construct interchange	36,000,000	KER08RTP081	2035
<b>Sub-total</b>			<b>\$847,100,000</b>		

<b>2036 through 2040 - Major Highway Improvements</b>					
Project	Location	Scope	YOE Cost	Project ID	Start
Route 46	Lost Hills	Brown Material Rd to I-5 - interchange upgrade at I-5 - Phase 4B	\$70,000,000	KER08RTP018	2040
Route 119	Taft	Elk Hills - County Rd to Tupman Ave - widen to four lanes (Phase 2)	48,000,000	KER08RTP086	2040
Route 178	Metro Bkfd	Vineland to Miramonte - new interchange; widen existing freeway	119,000,000	KER08RTP025	2033
Route 178	Bakersfield	Miramonte to Rancheria - widen existing highway	19,800,000	KER08RTP084	2033
US 395	Ridgecrest	Between Rt 178 and China Lake Blvd - construct passing lanes	20,000,000	KER08RTP089	2040
West Beltway	Metro Bkfd	Pacheco Rd to Westside Parkway - construct new facility	115,793,000	KER08RTP139	2033
West Beltway	Metro Bkfd	Taft Hwy to Pacheco Rd - construct new facility	90,000,000	KER08RTP097	2033
<b>Sub-total</b>			<b>\$482,593,000</b>		

**TABLE 5.1 - Constrained Capital Improvement Program Continued**

<b>2018 through 2040 - Local Streets and Roads</b>					
Project	Location	Scope	YOE Cost	Project ID	Start
Various Locations	Metro Bkfd	Bridge and street widening; reconstruction	\$540,000,000		
Various Locations	Metro Bkfd	Signalization	15,000,000		
Various Locations	Rosamond	Street widening; signalization	112,000,000		
Various Locations	Countywide	Transportation Control Measures	386,000,000		
Various Locations	Countywide	Bridge and street widening; reconstruction; signalization	632,000,000		
<b>Sub-total</b>			<b>\$1,685,000,000</b>		

\* Note: Adjustments to programming were made regarding the overlap of HOV related improvements listed separately from regionally significant highway improvements.



February 18, 2016

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi,  
Executive Director

By: Joseph Stramaglia,  
Project Delivery Team Lead

SUBJECT: TPPC AGENDA NUMBER IV. CONSENT CALENDAR ITEM P.  
2018 Regional Transportation Plan – Table 5.2 Unconstrained Capital Improvement Program

DESCRIPTION:

The 2018 Regional Transportation Plan update has been initiated by Kern COG and the Capital Improvement Program of unfunded projects is an integral element of this update. The Transportation Technical Advisory Committee has reviewed this item.

DISCUSSION:

Development of the 2018 Regional Transportation Plan (RTP) has been initiated by Kern COG and a Draft of Table 5.2 is provided in Attachment "A" for technical review by member agencies. Table 5.2 is a listing of multi-modal transportation projects not financially constrained but listed to illustrate the transportation infrastructure needs of the region. This updated list is prepared for inclusion into the 2018 RTP. The Capital Improvement Program may be subject to revisions during the preparation of the final 2018 Regional Transportation Plan document. This information has been shared with the Transportation Technical Advisory Committee and the Board of Directors over the last 2 months. Kern COG staff circulated this item in November as an Administrative Draft, in January as a Draft, and now in February as a Final project list with a request for action to forward the list to Kern COG staff for use in the preparation of the 2018 RTP, conformity and environmental documentation.

The Transportation Technical Advisory Committee has reviewed this item and recommends approval.

Action:

Approve Table 5.2 as reflected in Attachment "A" and direct staff to incorporate Table 5.2 into the 2018 Regional Transportation Plan. VOICE VOTE.

Enclosure: Attachment "A" – Table 5.2 – Unconstrained Capital Improvement Program

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**TABLE 5.2 - Unconstrained Program of Projects**

<b>Beyond 2040 - Transit</b>				
Project	Location	Scope		YOE Capital Cost
Local Passenger Rail	Shafter, Bakersfield	Amtrak San Joaquins stop in North/West Bakersfield - platform, track turnout , park&ride, ticket both, RoW (2012 Commuter Rail Study)		\$5,000,000
Local Passenger Rail	Shafter, Bakersfield	Up to 4 Amtrak San Joaquins stops on BNSF - platform, track turnout , park&ride, ticket both, RoW (2012 Commuter Rail Study)		\$20,000,000
Local Passenger Rail	Wasco, Bakersfield	Positive Train Control Port Chicago - Bakersfield (Draft 2012 State Rail Plan)		\$24,000,000
Local Passenger Rail	Shafter, NW Bakersfield	Double Track BNSF Jastro/Landco to Shafter (Draft 2012 State Rail Plan)		\$71,300,000
Local Passenger Rail	Shafter, Wasco	Double Track BNSF Shafter to Wasco (Draft 2012 State Rail Plan)		\$37,000,000
Local Passenger Rail	NW Bakersfield	Jastro Curve Realignment (Draft 2012 State Rail Plan)		\$50,000,000
Local Passenger Rail	Wasco, Bakersfield	Corridor Wide Signal Upgrades to 90 MPH - Oakland to Bakersfield (Draft 2012 State Rail Plan)		\$55,000,000
Local Passenger Rail	Wasco, County	Double Track BNSF Wasco to Corcoran (Draft 2012 State Rail Plan)		\$200,000,000
Local Passenger Rail	Eastern California	Mammoth Lakes to Lancaster/Palmdale (2005 E. Sierra Public Transit Study)		\$3,335,000,000
Local Passenger Rail	Metro Bakersfield	Rail Connections to High Speed Rail Station		\$200,000,000
Commuter Rail	Buttonwillow, SW Bakersfield	Metro/Southwest Corridor (2012 Commuter Rail Study)		\$158,300,000
Commuter Rail	Arvin, Lamont, SE Bakersfield	Metro/Southeast Corridor (2012 Commuter Rail Study)		\$162,400,000
Commuter Rail	Wasco, Shafter, NW Bakersfield	Metro/Northeast Corridor (2012 Commuter Rail Study)		\$220,600,000
Commuter Rail	Mojave, Cal City, Tehachapi	Metrolink Service Extension - Tehachapi Corridor (2012 Commuter Rail Study)		\$231,300,000
Commuter Rail	Delano, McFarland	Metro/Airport, Delano Corridor (2012 Commuter Rail Study)		\$317,800,000
Light Rail	Bakersfield	Metropolitan Bakersfield Light Rail System (2012 Long Range Transit Plan)		\$4,000,000,000
High Speed Rail	Kern, L.A. County	Northwest of Bakersfield to Palmdale (potential early initial operating segment from Madera to Palmdale Metrolink Service)		\$20,000,000,000
		<b>Sub-total</b>		<b>\$29,087,700,000</b>

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<b>Beyond 2040 - Freight rail</b>						
Project	Location	Scope			YOE Cost	Project ID
Intermodal hub	Delano	RailEx Expansion Phase 3 (Draft SJV Interregional Goods Movement Plan IGM)			\$20,000,000	
Intermodal hub	Shafter	Shafter Inland Port Phases 2 & 3 (Draft SJV IGMP)			\$60,000,000	
shortline rail	Delano, Shafter, McFarland	Shortline Rail Rehabilitation and Gap Closure (Draft SJV IGMP)			\$100,000,000	
shortline rail	Bakersfield	SJVR - Expand Bakersfield Yard Capacity (Draft SJV IGMP)			\$250,000,000	
shortline rail	Arvin, Tejon, Buttonwillow	SJVR - Shortline Rail Improvements (Draft SJV IGMP)			\$100,000,000	
shortline rail	Mojave	Mojave - Airport Rail Access Improvements (Draft SJV IGMP)			\$3,000,000	
		<b>Sub-total</b>			<b>\$533,000,000</b>	
<b>Beyond 2040 - Active Transportation</b>						
Project		Scope			YOE Cost	Project ID
Future long-range non-motorized updates for bicycle and pedestrian related infrastructure may indicate a greater need for capital improvements. During the life of this plan, current expectations may be met as outlined in recent long-range bike and pedestrian studies and reflected in Table 5.1. Should these expectations change in the future this plan will be updated.						
		<b>Sub-total</b>			<b>\$0</b>	
<b>Beyond 2040 - Aviation</b>						
Airport		Scope			YOE Cost	Project ID
Delano Municipal		Capital Improvements			\$180,000	
Elk Hills - Buttonwillow		Capital Improvements			930,000	
Inyokern		Capital Improvements			2,651,000	
Kern Valley		Capital Improvements			3,672,000	
Lost Hills		Capital Improvements			1,300,000	
Meadows Field		Capital Improvements			7,250,000	
Mojave		Capital Improvements			3,388,000	
Poso		Capital Improvements			2,045,000	
Shafter - Minter Field		Capital Improvements			3,630,000	
Taft		Capital Improvements			5,498,000	
Tehachapi Municipal		Capital Improvements			6,212,000	
Wasco		Capital Improvements			1,315,000	
California City		Capital Improvements			6,607,000	
		<b>Sub-total</b>			<b>\$44,678,000</b>	

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**TABLE 5.2 - Unconstrained Program of Projects Continued**

Major Highway Improvements							
Project	Location	Scope				YOE Cost	Project ID
<b>Beyond 2040 - Major Highway Improvements</b>							
Interstate 5	Kern	From Fort Tejon to Rt 99 - widen to ten lanes				\$86,000,000	KER08RTP027
Interstate 5	Kern	7th Standard Rd Interchange - reconstruct				54,000,000	KER08RTP028
Route 33	Maricopa	Welch St to Midway Rd - widen to four lanes				88,000,000	KER08RTP029
Route 43	Shafter	7th Standard Rd to Euclid Ave - widen to four lanes				37,000,000	KER08RTP030
Route 46	Wasco	I-5 to Jumper Ave - widen to four lanes				118,000,000	KER08RTP031
Route 46	Wasco	Jumper Ave (North) to Rt 43 - widen to four lanes				130,000,000	KER08RTP079
Route 46	Wasco	Rt 46 @ BNSF - construct grade separation				39,500,000	KER08RTP119
Route 46	Kern	Near Lost Hills at Interstate 5 - upgrade and widen interchange				130,000,000	KER08RTP033
Route 46	Wasco	Rt 43 to Rt 99 - widen to four lanes				70,000,000	KER08RTP032
Route 58	Kern	Rosedale Highway - I-5 to Rt 43 - widen to four lanes				31,000,000	KER08RTP038
Route 58	Bakersfield	Future Rt 58 from I-5 to Heath Rd at Stockdale Hwy - construct new freeway				500,000,000	KER08RTP114
Route 58	Tehachapi	Dennison Rd - construct interchange				33,000,000	KER08RTP036
Route 58	Bakersfield	Near General Beale Rd - new truck weigh station				11,000,000	KER08RTP034
Route 58	Kern/Tehachapi	East of Tehachapi to General Beale Rd - truck auxiliary lanes / escape ramp				86,000,000	KER08RTP035
Route 58	Bakersfield	General Beale Rd - construct new interchange				54,000,000	KER08RTP037
Route 65	Kern	Merle Haggard Dr to County Line - widen to four lanes				216,000,000	KER08RTP039
Route 99	McFarland	Construct new interchange at Hanawalt				88,811,000	KER18RTP001
Route 99	County/Bkfd	Rt 99 @ Minkler Spur - construct grade separation				69,000,000	KER08RTP134
Route 99	County/Bkfd	7th Standard Road to Lerdo Highway - widen to 8 lanes				90,000,000	KER18RTP003
Route 119	Taft	Rt 33 to Cherry Ave - widen to four lanes				54,000,000	KER08RTP040
Route 119	Taft	Tupman Rd to I-5 - widen to four lanes				60,000,000	KER08RTP041
Route 155	Delano	Rt 99 to Browning Rd - four lanes; reconstruct				32,000,000	KER08RTP042
Route 155	Delano	Rt 155 @ UPRR - construct grade separation				39,500,000	KER08RTP120
Route 166	Maricopa	Basic School Rd - reconstruct intersection grade				517,582	KER08RTP043
Route 178	Kern Canyon	Vineland to China Garden - new freeway				500,000,000	KER08RTP044
Route 204	Bakersfield	(Golden State Ave) Rt 99 to M St - construct operational improvements				100,000,000	KER08RTP082
Route 184	Bakersfield	Rt 184 / Morning Dr. @ UPRR - construct grade separation				69,000,000	KER08RTP122
Route 202	Tehachapi	Tucker to Woodford-Tehachapi Rd - widen to four lane				9,704,661	KER08RTP047
Route 223	Near Arvin	Rt 99 to Rt 184 - widen to four lanes				69,010,921	KER08RTP048
Route 223	Arvin	East Arvin city limits to Rt 58 - widen to four lanes				64,697,738	KER08RTP049
US 395	Johannesburg	San Bdo County Line to Rt 14 - widen to four lanes				244,000,000	KER08RTP050

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**TABLE 5.2 - Unconstrained Program of Projects Continued**

Major Highway Improvements						
Project	Location	Scope			YOE Cost	Project ID
<b>Beyond 2040 - Major Highway Improvements</b>						
South Beltway	Bakersfield	I-5 to Rt 58 - new expressway			\$610,000,000	KER08RTP074
Santa Fe Way	Bakersfield	Hageman to Los Angeles Ave - widen to four lanes			127,238,885	KER08RTP051
East Beltway	Bakersfield	Rt 58 to Morning Drive - construct new expressway			200,000,000	KER08RTP078
Beale Road	Bakersfield	L St/Beale @ BNSF - construct grade separation			69,000,000	KER08RTP127
Q Street	Bakersfield	Q St @ UPRR near Golden State Hwy - construct grade separation			59,000,000	KER08RTP136
Comanche Drive	Cnty/Bkfd	Comanche Dr. @ UPRR - construct grade separation			59,000,000	KER08RTP123
Olive Drive	County/Bkfd	Olive Dr. @ UPRR - construct grade separation			69,000,000	KER08RTP129
Renfro Road	County/Bkfd	Renfro Rd @ BNSF - construct grade separation			59,000,000	KER08RTP130
California City Blvd	California City	Rt 14 east six miles - widen to four lanes			22,000,000	KER08RTP052
Twenty Mule Team Rd	California City	California City Blvd to Rt 58 - widen to four lanes			21,565,913	KER08RTP053
North Gate Road	California City	California City Blvd to North Edwards - construct new four lane road			60,384,555	KER08RTP054
Woollomes Ave.	Delano	Rt 99 - widen bridge to four lanes; reconstruct ramps			134,000,000	KER08RTP056
Garces Highway	Delano	Interstate 5 to Rt 99 - widen to four lanes			288,983,230	KER08RTP057
Cecil Ave.	Delano	Wasco Pond Rd to Albany St - widen to four lanes			17,800,000	KER08RTP055
Kimberlina Road	Kern / Wasco	Kimberlina Rd @ BNSF - construct grade separation			59,000,000	KER08RTP132
Red Apple Rd	Kern	Tucker Rd to Westwood Blvd - widen to four lanes			4,313,183	KER08RTP058
Sierra Way	Kern	Lake Isabella at South Fork Bridge - reconstruct bridge			51,758,190	KER08RTP059
Frazier Park	Kern	Park and Ride facility near Frazier Park Blvd			12,939,548	KER08RTP060
Wheeler Ridge Rd	Kern	I-5 to Rt 223 - widen to four lanes			129,395,476	KER08RTP061
K Street	Kern	Mojave - extend K St to Rt 14			12,939,548	KER08RTP063
Kratzmeyer Road	Kern	Kratzmeyer Rd @ BNSF - construct grade separation			59,000,000	KER08RTP128
Airport Drive	Kern	Airport Dr. @ UPRR - construct grade separation			69,000,000	KER08RTP131
Rosamond Blvd	Kern	Rosamond Blvd @ UPRR - construct grade separation			69,000,000	KER08RTP133
K Street	Kern / Mojave	K St @ UPRR - construct grade separation			69,000,000	KER08RTP135
Elmo Highway	McFarland	Elmo Hwy @ UPRR - construct grade separation			69,000,000	KER08RTP124
Dennison Road	Tehachapi	Green St/ Dennison Rd @ UPRR - construct grade separation			69,000,000	KER08RTP121
Teh. Willow Springs Rd	Tehachapi	Rt 58 to Rosamond Blvd - widen to four lanes			150,961,389	KER08RTP064
Valley Blvd	Tehachapi	Tucker Rd to Curry St - widen to four lanes			23,722,504	KER08RTP065
Kern Ave.	McFarland	Pedestrian bridge at Rt 99 - reconstruct			5,391,470	KER08RTP066
Mahan St	Ridgecrest	Inyokern to South China Lake Blvd - widen to four lanes			32,348,869	KER08RTP067
Richmond Rd	Ridgecrest	E Ridgecrest Blvd - widen to four lanes			6,469,774	KER08RTP068
Bowman Rd	Ridgecrest	China Lake to San Bernardino Blvd - reconstruct			4,313,183	KER08RTP069

**ATTACHMENT "A"**

February 18, 2016  
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**TABLE 5.2 - Unconstrained Program of Projects Continued**

<b>Major Highway Improvements</b>				
Project	Location	Scope	YOE Cost	Project ID
<b>Beyond 2040 - Major Highway Improvements</b>				
S. China Lake Blvd	Ridgecrest	Rt 395 to College Heights - reconstruct	\$36,662,052	KER08RTP070
Lerdo Highway	Shafter	Lerdo Hwy / Beech Ave @ BNSF - construct grade separation	69,000,000	KER08RTP125
Burbank Street	Shafter	Burbank St @ BNSF - construct grade separation	59,000,000	KER08RTP126
7th Standard Rd	Shafter	I-5 to Santa Fe Way - widen to four lanes	90,576,833	KER08RTP072
Zachary Rd	Shafter	7th Standard Rd to Lerdo Hwy - widen to four lanes	34,505,460	KER08RTP073
<b>North Beltway</b>	<b>Shafter</b>	<b>I-5 to SR 65 - Burbank Street Alignment - construct new highway</b>	<b>500,000,000</b>	<b>KER18RTP002</b>
West Beltway-South	South metro	Taft Hwy to I-5 - extend freeway	100,000,000	KER08RTP075
West Beltway-North	North metro	7th Standard Rd to Rt 99 -extend freeway	100,000,000	KER08RTP076
<b>Sub-total</b>			<b>\$6,858,011,961</b>	

<b>Beyond 2040 - Local Streets and Roads</b>				
Project	Location	Scope	YOE Cost	Project ID
Various Locations	Region	Bridge and street widening; reconstruction; signalization	\$500,000,000	
<b>Sub-total</b>			<b>\$500,000,000</b>	

**Beyond 2040 - Summary of Unconstrained Projects**

<b>Program Category</b>	<b>Totals</b>
<b>Major Highway Improvements</b>	<b>\$6,858,011,961</b>
<b>Local Streets and Roads</b>	<b>500,000,000</b>
<b>Transit</b>	<b>29,087,700,000</b>
<b>Active Transportation</b>	<b>0</b>
<b>Aviation</b>	<b>44,678,000</b>
<b>Grand Total</b>	<b>\$36,490,389,961</b>



## IV. Q TPPC

February 18, 2016

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi  
Executive Director

By: Ed Flickinger,  
Regional Planner

SUBJECT: TPPC AGENDA NUMBER IV. CONSENT CALENDAR ITEM Q.  
Draft Regional Transportation Monitoring System Program Update

### DESCRIPTION:

Kern COG is updating the Regional Traffic Count Program to include bicycle and pedestrian counts locations. The Regional Planning Advisory Committee has reviewed this item.

### 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 samples throughout Kern County. From 2006 through the Fiscal Year ending June 2015, over 9,100 daily counts, 4,600 classification counts, and 96 control station counts have been acquired and are available online on the Kern COG website.

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.

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** – Staff is in the process of developing an update to the Regional Transportation Monitoring Improvement Program (RTMIP). The focus of the update is the addition of a regional bicycle and pedestrian traffic count program. The goal of this program is to provide 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.

**Phase I – Bicycle and Pedestrian Count Pilot Study** - To inform the development of the new program Kern COG, in coordination with Golden Empire Transit and Kern Transit, selected bicycle and pedestrian count locations in metropolitan Bakersfield to be a part of a pilot study. The pilot study is currently in process and the highest total of bicycles and pedestrians was 1,155, the lowest was 83 and the average was 540. The data was provided as 24 hour. With the allowance of a maximum of 20% 2016-2017 traffic count budget or \$14,393 to go toward Bicycle and pedestrian counts, 40 locations would get 24 hour counts. If a 4 hour period were taken instead, 243 locations could get counted. (The number of locations discussed are assuming that current contracted amount of \$354/day or \$14.75/hour would be the same as the bid in the next contract.)

**Phase II – Regional Bicycle and Pedestrian Count Program** – Chapter 3 of the RTMIP will be amended to include provisions for a bicycle and pedestrian count program.

**Phase III – Request for Proposals for the Regional Traffic Count Program** – The program is re-bid every 5 years and subject to annual renewal. The current consultant contract with Pacific

Data Services is scheduled expire on June 30, 2016.

**Proposed Number of Counts/Commitment of Resources for Bike and Ped Program** – Resources allocated to the Bike and Ped portion of the regional traffic count program is proposed to be roughly proportional to the trips made by each transportation mode. Bike and pedestrian travel accounts for approximately 10% of the trips made in Kern County. Staff recommends a minimum of 10% of the regional count program funding (\$8,000) to go toward counting bicycle and pedestrian activity. This amount could be increased if the consultant bid results in savings that could then be applied to the bike and ped count program. For that savings to be realized, 100% of vehicle counts would need to be collected annually in rapidly developing areas and a minimum of once every 3 years in slow and no growth areas (see Regional Traffic Count Plan).

Assuming the same per count cost is proposed as provided in the Phase I Bike & Ped Pilot Study, existing funding could provide 22 bike/ped count locations with annual 24 hour surveys. If a 4 hour peak period count were taken instead, 135 locations could be counted. (The number of locations assumes the pilot study contracted amount of \$354/day or \$14.75/hour would be the same as the bid in the next contract.) The plan has identified 630 potential bike and ped count locations.

In order to increase the number of bike and ped counts, the following strategies are to be applied to the decision of which counts to make.

- 1) Count locations will be prioritized using the GIS analysis maps in the in the Plan with input from member agencies.
- 2) A minimum of half of the bike and ped funding should be used for 24 hour “station” count locations. If counts are inexpensive enough, all 600+ locations should be counted as 24 hour counts.

- 3) A minimum of one station location shall be provided for each jurisdiction (11 locations).
- 4) Staggering count locations every 2-3 years to get as many locations as possible should be used in slow growth areas.
- 5) Limit no station counts to 12 hour and 4 hour counts to get as many locations as possible. Counts with limited hours should be focused on the peak period for that location. For example, at a K-12 school the AM peak should be counted.

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.

RPAC Accepted Phase II amendment of Chapter 3 of the RTMIP and will have Kern COG choose at least one location per community based on budget and on the criteria in the amendment of Chapter 3 unless the member agency has chosen a location(s). Kern COG staff will bring back a revised acquisition plan map for each community with recommendations on count locations and durations for local member agency input after bids are received from the Request for Proposals (RFP).

The Regional Transportation Monitoring Improvement Program (RTMIP) can be found at:  
<http://www.kerncog.org/publications>

ACTION:

Information.

February 18, 2016

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi,  
Executive Director

By: Joseph Stramaglia,  
Project Delivery Team Lead

SUBJECT: TPPC AGENDA NUMBER V.  
2016 Regional Transportation Improvement Program (RTIP) - Revision

DESCRIPTION:

The 2016 Fund Estimate was revised at the January 10, 2016 California Transportation Commission (CTC) meeting requiring regions to deprogram projects in the 2014 State Transportation Improvement Program. The Transportation Technical Advisory Committee has reviewed this item.

DISCUSSION:

Due to anticipated insufficient transportation revenue projections primarily as a result of an expected decrease in the price based excise tax, the Commission adopted a revised 2016 Fund Estimate at the January 10, 2016 meeting. The revised Fund Estimate projects a negative revenue stream of \$800 million for the 5-year programming cycle for the 2016 Regional Transportation Improvement Program. As a result, Commission staff will require that \$750 million statewide must be deprogrammed from the 2014 State Transportation Improvement Program (STIP) at this time.

The Kern region's original 2016 Regional Transportation Improvement Program (RTIP) Capital Improvement Program did not introduce new programming but projects not yet constructed were carried forward. In response to the revised Fund Estimate, the California Transportation Commission also adopted a new timeline and a County Share target for deprogramming. Regions are required to submit revised RTIP's by February 26, 2016. Kern COG's target amount for deprogramming is estimated at \$19,863,000.

**Staff Recommendation**

Kern COG staff recommends that the US 395 Olancho Cartago and SR 14 Freeman Gulch Widening Segment 1 be deprogrammed for a total of \$22 million in "Regional Improvement Program" (RIP) funding. See Attachment "A".

**Updated 2016 STIP Schedule**

Regions submit revised RTIPs	February 26, 2016
Caltrans submits revised ITIP	February 26, 2016
CTC STIP Hearing, South	March 17, 2016
CTC STIP Hearing, North	March 24, 2016
CTC publishes staff recommendations	April 22, 2016
CTC adopts STIP	May 18-19, 2016

The Transportation Technical Advisory Committee has reviewed this item and recommends approval.

Action:

Approve Attachment "A" and direct staff to submit the revised 2016 Regional Transportation Improvement Program Capital Improvement Program to the CTC by February 26, 2016. VOICE VOTE.

## Attachment "A"

### 2016 Regional Transportation Improvement Program – Capital Improvement Program – REVISED

Kern COG DRAFT 2016 RTIP – Capital Improvement Program																			
PROJECT DESCRIPTION	PRIORITY	CURRENT AND PROPOSED PHASES				PROJECT TOTAL	KCOG 2016 RTIP RIP TOTAL	SUMMARY OF ALL FUNDING SOURCES				KCOG RTIP CAPITAL IMPROVEMENT PROGRAM - RIP ONLY							
		ENV	DES	ROW	CON			IIP	RIP	OTHER	TOTAL	PRIOR YEAR	2016 RTIP CARRY-OVER			NEW 2016 RTIP		2018 RTIP	
													2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23
RIP REVENUE - PROGRAMMED & NEW <sup>1</sup>						\$ 59,183						\$ 17,334	\$ 33,300	\$ 9,049					
PLANNING, PROGRAMMING & MONITORING <sup>2</sup>					\$ 797	\$ 797		\$ 797		\$ 299		\$ 299	\$ 299	\$ 199					
<b>Projects below this line are considered carry-over from the 2014 STIP into the 2016 RTIP.</b>																			
SR 58 – CENTENNIAL CORRIDOR <sup>3</sup>	1	●	●	●	●	\$ 237,684	\$ 33,001		\$ 33,001	\$ 204,683	\$ 237,684	\$ -		\$ 33,001					
SR 46 - WIDENING SEGMENT 4A <sup>4</sup>	2	●	●	●	●	\$ 28,353	\$ 4,100	\$ 400	\$ 4,100	\$ 23,853	\$ 28,353	\$ -	\$ 4,100						
US 395 - OLANCHA CARTAGO MOU <sup>7</sup>								Retain Archeological work only - part of the post-environmental, design and ROW.				\$ 500							
<b>Projects below this line will be considered for deprogramming by the California Transportation Commission due to lack of funding.</b>																			
SR 14 - FREEMAN GULCH 1 <sup>5</sup>	3	●	●	●	●	\$ 31,088	\$ 12,435	\$ 12,435	\$ 18,653		\$ 31,088	\$ -	\$ 12,435						
SR 14 - FREEMAN GULCH 2 <sup>6</sup>	4	●	●	●	●	\$ 10,860	\$ -	\$ 4,344	\$ 6,516		\$ 10,860	\$ -							
US 395 - OLANCHA CARTAGO MOU <sup>7</sup>	6	●	●	●	●	\$ 88,500	\$ 8,850	\$ 35,400	\$ 53,100		\$ 88,500	\$ -		\$ 8,850					
						<b>\$ 21,285</b>													
<b>Projects below this line will not be considered for further advancement due to lack of funding.</b>																			
SR 14 - FREEMAN GULCH SEGMENT 3 <sup>8</sup>	7	●																	
SR 46 - WIDENING SEGMENT 4B <sup>9</sup>	8	●																	
<b>Grand total for 2016 RTIP SUBMITTAL</b>						<b>\$397,282</b>	<b>\$ 59,183</b>	<b>\$52,579</b>	<b>\$116,167</b>	<b>\$228,536</b>	<b>\$397,282</b>	<b>\$ 299</b>	<b>\$ 17,334</b>	<b>\$ 33,300</b>	<b>\$ 9,049</b>				
<b>Notes:</b>																			
1 - RTIP Revenue is indicated as per California Transportation Commission Draft 2016 RTIP Fund Estimate presented at the June 25, 2015 California Transportation Commission meeting.																			
2 - The Planning, Programming and Monitoring project is carried forward from the 2014 STIP; no new programming is indicated for the outer two years.																			
3 - This phase of the SR 58 Centennial Corridor is the final construction phase for this project and will be funded with a combination of local revenue and STIP revenue.																			
4 - SR 46 Segment 4A is considered fully funded and scheduled for construction in 2016-17.																			
5 - SR 14 Freeman Gulch Segment 1 is considered fully funded and is scheduled for construction in 2016-17. This project is ready to list and will be shelved.																			
6 - SR 14 Freeman Gulch Segment 2 was advanced due to Inyo and Mono exceeding their normal contribution percentage for design and rights-of-way; Kern COG did not contribute.																			
<b>7 - US 395 Olancha Cartago is an MOU project in Inyo County. This project is considered fully funded and scheduled for construction in 2018-19. This project will be shelved except for the Archaeological work - Kern COG has a contribution of \$500,000 which should remain with the project. Caltrans has requested this action to preserve the pre-construction activity and work toward the ready to list status.</b>																			
8 - SR 14 Freeman Gulch Segment 3 is not yet programmed in the STIP for design, rights-of-way or construction. It is provided as information only.																			
9 - SR 46 Widening Segment 4B is not yet programmed in the STIP for design, rights-of-way or construction. It is provided as information only.																			