

# **KERN COG PUBLIC WORKSHOP**

**Thursday, July 21, 2016  
6:00 PM to 6:20 PM  
Kern COG Board Room**

## **Smart Water-Metering**

### **Presented by:**

**Emilio Vargas II (CEO, cofounder)  
Johannes “Joost” Boerhout (CTO, cofounder)  
Intellecty, Inc.**

- **Product introduction: How it works**
  - **Measure and report on water use by fixture and faucet**
  - **Track and alert on water use and waste**
  - **Alarm and notify on leaks and pipe ruptures**
- **Uses: homes, apartment buildings, condos, hotels, medical buildings, other commercial**
- **Working with consumers, businesses, water companies and public works**
- **Questions/Comments**

*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 19<sup>TH</sup> STREET, THIRD FLOOR  
BAKERSFIELD CA 93301**

**THURSDAY  
JULY 21, 2016  
6:30 P.M.**

**WEB SITE: [www.kerncog.org](http://www.kerncog.org)**

**6:00 P.M. WORKSHOP: SMART WATER-METERING PRESENTED BY EMILIO VARGAS II (CEO, CO-FOUNDER) & JOHANNES “JOOST” BOERHOUT (CTO, CO-FOUNDER) - INTELLECY, INC.**

**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 – May 19, 2016**

**B. Response to Public Comments (None)**

**C. June TDA Public Transit Claim Totaling \$1,622,865 (Snoddy)**

Comment: Review and recommendation of June 2016 Public Transit claim totaling \$1,622,865. The Transportation Technical Advisory Committee has reviewed this item.

Action: Approve TDA Public Transit claim received for \$1,622,865 and authorize Chair to sign Resolution number 16-29. ROLL CALL VOTE.

**D. Triennial Performance Audit for FY 2013-15 (Snoddy)**

Comment: On October 15, 2015, Kern Council of Governments entered into a contract with Moore & Associates to carry out a triennial performance audit of its activities and those of each transit operator to whom it allocates funds under the Transportation Development Act. The contractor has presented its findings and recommendations in individual audits for Kern COG and each transit operator, which have been reviewed by Kern COG staff and the pertinent transit operator's personnel.

Action: Receive and file TDA triennial audit; Direct staff to implement the recommendations; and direct staff to assist member agencies in their efforts to implement recommendations for their respective agencies. VOICE VOTE.

**E. Authorization to Extend Contract – 2014 Transportation Model Update (Flickinger)**

Comment: Staff requests the extension of the term of the 2014 Transportation Model Update Contract to permit completion of the remaining tasks specified in the contract with the Consultant Fehr & Peers. The project is listed in the 2015-2016 and 2016-2017 Overall Work Programs under Work Element 601.4. The contract is to update, re-validate and enhance the Kern COG Regional Transportation Model. This item has been reviewed by County Council

Action: Approve contract extension and authorize Chair to sign. VOICE VOTE

**F. Contract Extension – 2012 Kern On-Call Transportation Model Support (Flickinger)**

Comment: A proposed contract amendment with DKS Associates has been negotiated to extend the timeframe for Kern On-Call Transportation Model Support at current budget levels. This item has been reviewed by County Counsel.

Action: Approve the DKS Associates contract amendment and authorize Chair to sign. VOICE VOTE.

**G. Project Accountability Team Report (Pacheco)**

Comment: All Active Transportation Program (ATP), Congestion Mitigation and Air Quality (CMAQ), and Regional Surface Transportation Program (RSTP) projects have been submitted or approved. Transit grants are being prepared and will be submitted for approval. The Transportation Technical Advisory Committee has reviewed this item.

Action: Information.

**H. CMAQ Policy Update – Version 2 (Stramaglia)**

Comment: The Kern COG Project Delivery Policy includes a section on the Congestion Mitigation/Air Quality Program (CMAQ) and will be updated in anticipation of a future CMAQ Call for Projects. The Transportation Technical Advisory Committee has reviewed this item.

Action: Information.

**I. Progress Report: Projects of Regional Significance – July 2016**

Comment: The July 2016 Edition of the Kern COG Progress Report for Projects of Regional Significance is now available at:

[http://www.kerncog.org/images/docs/Progress\\_Report\\_201607.pdf](http://www.kerncog.org/images/docs/Progress_Report_201607.pdf).

Action: Information.

**J. Contract with Alta Planning+Design for the Development of the Kern Region Active Transportation Plan (Smith)**

Comment: The Kern Council of Governments was awarded \$250,000 from the State sponsored Active Transportation Program to develop an Active Transportation Plan for the Kern Region. The Plan will inventory existing active transportation infrastructure, identify deficiencies and prioritize system improvements. Additional funding from Kern Transit (\$25,000), and Golden Empire Transit (\$25,000) will enable additional study of the active transportation and transit interface. The City of Bakersfield through a Rose Foundation Grant (\$35,000) will permit additional active transportation planning within the city limits. The Transportation Technical Advisory Committee has reviewed this item.

Action: Approve the contact between the Kern Council of Governments and Alta Planning+Design to complete a Kern Region Active Transportation Plan and authorize Chair to sign. VOICE VOTE.

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

**V. 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) DRAFT AMENDMENT NO. 20 (Pacheco)**

Comment: Amendment No. 20 includes changes to the State Highway/Regional Choice Program, State Highway Operations and Protection Program (SHOPP), and Safety Program. The amendment was circulated to the Transportation Technical Advisory Committee via email July 8, 2016.

**PUBLIC HEARING      HEAR COMMENTS      CLOSE PUBLIC HEARING**

Action: Open the public hearing, take public comment, and close public hearing.

**VI. PUBLIC REVIEW: DRAFT 2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP); DRAFT 2014 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT NO. 1; AND CORRESPONDING DRAFT CONFORMITY ANALYSIS (Pacheco)**

Comment: The Draft 2017 FTIP, Draft 2014 RTP Amendment #1, and corresponding Draft Conformity Analysis were released on July 6, 2016 for public review and comment. The documents are available on the Kern COG website at [www.kerncog.org](http://www.kerncog.org). The Transportation Technical Advisory Committee has reviewed this item.

**PUBLIC HEARING      HEAR COMMENTS      CLOSE PUBLIC HEARING**

Action: Open the public hearing, take public comment, and close public hearing.

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

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

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

**X. 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.

**XI. ADJOURNMENT**

KERN COUNCIL OF GOVERNMENTS  
TRANSPORTATION PLANNING POLICY COMMITTEE

Minutes of Meeting of May 19, 2016

KERN COG CONFERENCE ROOM  
BAKERSFIELD, CALIFORNIA

MAY 19, 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:**

**II. ROLL CALL:**

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

**Members Absent:** Wilke, Cantu, P. Smith, Kiernan

**Alternates:** None

**Others:** 5

**Staff:** Hakimi, Collins, Ball, Phipps, Pacheco, Snoddy, Flickinger, Smith, Napier, Palomo and Bradley

**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.**

Mr. Sal Moretti with the City of Bakersfield Solid Waste Division said that he's glad two minutes is all he gets as he's on his way to see Leonard Skynaard tonight. He wanted to come out every so often to say thanks, you are a big part of our freeway litter program. You contributed about \$150,000 to the program which takes care of a crew for a year, and that along with Caltrans funding and some private sponsors and even some city money that's been put into that, has allowed us to put together 8 crews is what we have now working. Most recently two new crews have started downtown Bakersfield and the bike trails. It's putting people to work, it's putting people into housing, one of the exciting things he found out is that we're stretching out our HUD dollars. All of our crew members as they work long enough are able to qualify for housing and a lot of them are in housing now. We are changing the cycle of homelessness for those people and we're growing the program so even more people are getting a chance to break out of that cycle. So thank you very much. Chair thanked him as well for all that he has done.

Director Smith wanted to say it's a great program, works well all the way around, for the homeless and the freeways and he'll see him at Leonard Skynaard.

**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 – April 21, 2016
- B. Response to Public Comments (None)

- C. May TDA Public Transit and Streets and Roads Claims Totaling \$2,013,304
- D. Kern COG Proposition 1B Transit Project Update
- E. Project Accountability Team Report
- F. CMAQ Policy Update
- G. SB 375 Greenhouse Gas Reduction Target Setting Timeline
- H. Call for Projects: Transportation Development Act Article 3 Program
- I. Environmental Justice Meeting Update
- J. Draft Regional Transportation Monitoring System Program Update
- K. Regional Traffic Count Contractor Use of Cameras – Citizen Privacy Measures
- L. Shafter, Wasco SR-43 Transportation Development Plans

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

MOTION BY DIRECTOR WEGMAN, second by Director Flores, TO APPROVE THE CONSENT CALENDAR. Motion carried with a roll call vote.

**V. TIMELINE FOR: 2014 REGIONAL TRANSPORTATION PLAN AMENDMENT NO. 1; 2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND CORRESPONDING AIR QUALITY CONFORMITY ANALYSIS**

Ms. Pacheco stated that Kern COG staff is providing the update schedule for the 2014 Regional Transportation Plan Amendment No. 1, the 2017 Federal Transportation Improvement Program, and the corresponding Air Quality Conformity Analysis. This schedule will be used to move the documents through the review process with final approval by federal agencies in December 2016. The action requested is that the Transportation Planning Policy Committee approve the development timeline.

MOTION BY DIRECTOR SCRIVNER, second by Director Couch, TO APPROVE THE DEVELOPMENT TIMELINE. Motion carried with a voice vote.

**VI. FEDERAL AIR QUALITY CONFORMITY UPDATE**

Mr. Ball stated that this is an information item. In follow-up to a presentation that was made to Congress by the San Joaquin Valley Air Pollution Control District's Director on April 14<sup>th</sup>, he testified there to the Energy and Commerce Sub-Committee on HR 4775 Ozone Standards Implementation Act of 2016 proposing needed changes to the Federal Clean Air Act that hasn't been amended in over 25 years. He then gave an excerpt from his testimony. "The reality that we face today sets up regions such as the San Joaquin Valley for failure leading to costly sanctions and severe economic hardship." These costly sanctions actually land right here with the Regional Transportation planning process and Federal Air Quality Conformity. If a region is not achieving the National standards for air quality, the action is called a conformity lapse and that means that we can no longer advance projects that are expanding our transportation capacity within the region until we can demonstrate that we are going to continue to achieve the air quality goals. The Director goes on to say "We face these dire consequences despite having already done all of the following: Toughest air regulations on stationary sources in the nation, spent more than \$40 billion by businesses on cleaning the air; and over \$1 billion of public/private investment on incentive-based measures reducing over 100,000 tons of emissions, which reduced emissions by 80%, but we need another 90% reduction in emissions to meet the new standard. The background ozone concentration in the San Joaquin Valley is estimated to be greater than 50 parts per billion (ppb) with some estimates as high as 60 ppb. The new ozone standard set at 70 ppb leaves little or no room for man-made local emissions. Additionally, the latest Federal PM2.5 standards of 35 micro program per cubic millimeter (ug/m3) for 24 hour standards and 12 ug/m3 on annual standards also approach natural background levels. He pointed out a couple of charts that show the distance from where we are now, even though we have made tremendous reductions in our air quality, and where we have to get to. This issue is one that we will be watching very closely. He then went through a PowerPoint presentation to further explain.

Director Bob Smith asked if we have written a letter of support for HR 4775. Mr. Ball said that we haven't but we will with the board's request. Chair asked the board if they would like this done and they said that they would.

**VII. BOARD MEMBERS MEETING REPORTS (None)**

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

Ms. Miller stated that the on Lost Hills lane replacement on I-5 between Lerdo overcrossing and I-5/SR 46 separation, the contractor is laying continuous reinforced concrete pavement with completion this month. Concrete curing will follow, which usually takes 14-21 days. There is also going to be some shoulder backing, some electrical work and other repairs as needed. This project is anticipated to be completed January 2017. On the Bakersfield bridge preventative maintenance on SR 204 between SR 99 and SR 178 at various locations, the work that's been completed is scaffolding and containment at Calloway canal as well as heating and straightening of girder and painting. They started the scaffolding work and painting at Kern River. The bridge removal work has been delayed until May 23<sup>rd</sup> due to some unforeseen issues. Once they resume, it will require nightly closures which will last until June or even into July as well as two weekend closures to complete the paving. There is some existing damage on various piers on the Kern River that will be addressed during construction. Caltrans is currently working on attaining some various permits from the regulatory agencies. The Sunny Lane pedestrian overcrossing is almost done, the contractor is continuing to install the bridge fence, it is at 95% completion and should be completed by the end of this month. The eastbound Sand Canyon project on SR 58 at the Sand Canyon Road overhead to Cache Creek Bridge, the bridge construction has been completed and it is open to traffic, however the contractor is currently doing some reconstruction on the ramps. The Cherry Avenue truck climbing lanes project is to construct truck climbing lanes and widen shoulder on SR 119 near Taft, from Elk Hills Road to Tubin Road. The contractor has installed the environmental fence, removed stripes and then restriped, placed temporary K-rail and is removing aerial deposit lead soil which started this week on the roadway excavation and embankment. Work scheduled for upcoming weeks is more roadway excavation and embankment work and it should be completed by the end of this year. Future SHOPP projects that are getting ready to go to advertising and awards are: Shafter/Wasco ADA ramp, which is constructing ADA curb ramps on SR 43 in Shafter and Wasco and is schedule for a June CTC vote, advertise this summer and awarded October/November. SR 46/99 Bridge at Vermoso to replace that bridge, they will advertise this summer and award this fall. The Kern County seismic restoration at SR 99 Airport Drive overcrossing and at SR 99/Golden State Avenue separation is scheduled for a June CTC vote and awarded by the end of the year. The Kern Avenue pedestrian overcrossing is to make it ADA compliant and upgrade the overcrossing on SR 99. It is scheduled for CTC vote in June, advertise in July and award by the end of the year. Hopefully we should have new projects in construction after the winter season, starting next year.

**XIII. EXECUTIVE DIRECTOR'S REPORT:**

Mr. Hakimi stated that the 2016 Active Transportation Plan applications are due to the state and Kern COG on June 15<sup>th</sup>. The TDA Article 3 applications are due July 15<sup>th</sup> for bicycle and pedestrian type projects. The CTC met in Stockton yesterday and today and they adopted the 2016 STIP and all three of Kern's projects were safe, but delayed because of the funding crisis. Also at the CTC, Bakersfield, Tehachapi and Kern County had positive votes on their ATP projects. Congratulations to all of them. The High Speed Rail meeting in town was a packed house, there were representatives from Shafter, Wasco, Bakersfield and Kern County as well as other cities and counties throughout the state. All very interested in the HMF facility and other facilities. We need to all get on the same page if we want a facility here in Kern County. The HSR staff listened as they have over the last few years. He went over the Local Assistance Delivery report, in the past he's told you and your staff it pays to deliver projects early. When we deliver projects early we are rewarded and we can get more federal funds for the region. This chart shows that the agencies in Kern County are in 4<sup>th</sup> place in the state for delivering our federal projects. We have delivered 44% of our projects, that may not sound that good, but there are many counties in our state that are at 0%. That is the good news and you should congratulate your staff for delivering often and early, but he said he would like to see us be number one. We have a lot of work to do to become number one, but we can capture money from all these other counties shown on this chart that are not delivering on time. With the help of your staffs and by cooperating with Kern COG, the CTC and Caltrans he's confident we can move up by next year. Let's do better as the year closes out to get your projects done.

Chair thanked him for that information and said to always let us know how we can even be better at this.

**XIV. 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 Parra wanted to remind everyone that this is bike month and we're only halfway through the month, so if you haven't got on your bike yet this month, there's still plenty of time. Public transit is a great way to ride your bike and get to work or where you need to go. GET has a great transit center at BC if you live in that area and need to get downtown. Another great thing to do is Regional Transit has a bus that goes up to Tehachapi that you can put your bike on and get up there and ride around and it's \$4 round trip and they have a 3 rack, so it would be great fun for you and a friend to go up there and ride around for bike month. Also the Full Moon Ride for Bike Bakersfield is this Sat. We meet at Beech Park at 8 pm.

**XV. ADJOURNMENT:** There being no further business the meeting adjourned at approximately 7:00 p.m.

Respectfully submitted,

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

ATTEST:

\_\_\_\_\_  
Jennifer A. Wood, Chair

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



**III. APPROVAL OF DISCUSSION SUMMARY:** Meeting of July 6, 2016. Mr. Clausen made a motion to approve the discussion summary. Mr. Platt seconded the motion. Motion carried.

**IV. JUNE TDA PUBLIC TRANSIT CLAIM TOTALING \$1,622,865**

Mr. Smith presented the June 2016 Public Transit claim totaling \$1,622,865

The action requested is to review and approve TDA Public Transit claim received as of June 24, 2016: Delano (FY 2015-16) Transit Claim for \$1,622,865. Mr. Clausen made a motion to approve the TDA Public Transit claim. Mr. Platt seconded the motion.

**V. CMAQ POLICY UPDATE – VERSION 2**

Mr. Stramaglia stated that the CMAQ Policy Update was still being presented as an information item. Mr. Stramaglia indicated that there were no additional comments since the June 1<sup>st</sup> workshop. He also explained that the CMAQ Policy document presented was the same as the one circulated at the June 1<sup>st</sup> workshop. Mr. Stramaglia stated that that the next scheduled workshop was August 10<sup>th</sup> and encouraged TTAC members to provide comments. He pointed out that there was a revised CMAQ application added to the report. He asked the committee to review the changes.

This item was for information only.

**VI. PROJECT ACCOUNTABILITY TEAM REPORT**

Ms. Pacheco advised that as of June 27<sup>th</sup>, all Active Transportation Program, Congestion Mitigation Air Quality Program, and Regional Surface Transportation Program projects have been submitted or approved. Transit grant applications are in development and have not been submitted for approval.

She shared that the highlights since the last Project Accountability Team meeting include: 1. an increased focus from the California Transportation Commission on Active Transportation Program project delivery. 2. Early delivery of Congestion Mitigation Air Quality Program and Regional Surface Transportation Program projects is possible. Ms. Pacheco congratulate the City of Wasco, who is the first agency to get an approved E-76 for a project from fiscal year 16/17. 3. TDA Article 3 applications are due on July 15<sup>th</sup> to Kern COG. 4. Cycle 8 Highway Safety Improvement Program or HSIP applications are due August 12<sup>th</sup> to Caltrans. The HSIP announcement reminds applicants that if an agency has one or more active projects that are flagged for not meeting delivery milestones, Caltrans will not accept HSIP applications from that agency unless the flags have been resolved prior to the application due date. Cycle 7 projects need to get preliminary engineering funding authorized in fiscal year 15/16.

This item was for information only.

**VII. FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AMENDMENT TIMELINE**

Ms. Pacheco stated that an amendment has been processed that includes revisions to the State Highway Regional Choice Program, State Highway Operations and Protection Program, and Safety Program. Ms. Pacheco advised that the public review period begins Friday, July 8<sup>th</sup>. The documentation will be circulated to the TTAC via email.

This item was for information only.

**VIII. PUBLIC REVIEW:  
DRAFT 2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP);  
DRAFT 2014 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT #1; AND  
CORRESPONDING DRAFT CONFORMITY ANALYSIS**

Ms. Pacheco stated that the Draft 2017 Federal Transportation Improvement Program, Draft 2014 Regional Transportation Plan Amendment #1, and corresponding Draft Conformity Analysis have been released for public review and comment. Ms. Pacheco advised that the documents are available on the Kern COG website at [www.kerncog.org](http://www.kerncog.org). The timeline as presented on May 4<sup>th</sup> has been revised since the distribution of the Draft documents was delayed due to the availability of conformity budgets. A summary of public comments received will be incorporated into the final documentation as appropriate. Comments are due by 5 PM August 4<sup>th</sup>.

This item was for information only.

**IX. ACTIVE TRANSPORTATION PROGRAM APPLICATIONS**

Mr. Smith advised that the Kern Region submitted 18 ATP projects requesting \$27,793,000 with total project costs of \$30,272,000. Mr. Smith stated that the project list index was released from Caltrans and all 24 projects made the Caltrans list. Applications will be reviewed by individuals selected by Caltrans. The funding decisions will be made in October of 2016.

This item was for information only.

**X. MEMBER ITEMS**

Chairman Schlosser gave a brief overview of the Kingsville Local Assistance meeting that he attended in June.

**XI. ADJOURNMENT**

The next scheduled meeting will be Wednesday August 3, 2016. With no further business the committee adjourned at 10:40 AM.



# IV. C. TPPC

July 21, 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.  
JUNE TDA PUBLIC TRANSIT CLAIM TOTALING \$1,622,865

DESCRIPTION:

Review and recommendation of June 2016 Public Transit claim totaling \$1,622,865. The Transportation Technical Advisory Committee has reviewed this item.

DISCUSSION:

Below is a list of Public Transit claims received by the July 2016 TTAC agenda deadline (June 24, 2016).

<u>Claimants</u>	<u>LTF</u>	<u>STAF</u>	<u>TOTAL</u>
Delano (FY 2015-16)	\$1,622,865	\$0	\$1,622,865
Regional Claims Total	\$1,622,865	\$0	\$1,622,865

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

ACTION:

Approve TDA Public Transit claim received for \$1,622,865 and authorize Chair to sign Resolution number 16-29. ROLL CALL VOTE.

Attachment: staff reviewed TDA Claim submitted to Kern COG by June 2016.

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

RESOLUTION NO. 16-29

In the matter of:

FY 2015-16 TDA PUBLIC TRANSIT CLAIM – CITY OF DELANO

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 21<sup>ST</sup> DAY OF JULY 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 21<sup>st</sup> day of July 2016.

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

TDA-Transit-Delano  
Resolution 16-29  
Page 2

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT  
PUBLIC TRANSIT CLAIM  
2015-2016  
**PART 1 OF 8 -- CLAIMANT INFORMATION**

**RECEIVED**  
MAY 23 2016  
KERN COUNCIL  
OF GOVERNMENTS

I. Claimant Information

Agency: City of Delano

Mailing Address: P.O. Box 3010

Office Address: 1015 Eleventh Avenue

City, State, Zip: Delano, CA 93216

Telephone: 661-721-2210

II. Contact Person

Name: Noemi Zamudio

Title: Human Resources Director/Transportation Director

Department: Transportation

Mailing Address: P.O. Box 3010

Office Address: 1015 Eleventh Avenue

City, State, Zip: Delano, CA 93216

Telephone: 661-721-2210

FAX: 661-721-3314

E-Mail: [nzamudio@cityofdelano.org](mailto:nzamudio@cityofdelano.org)

WEB Site: [www.cityofdelano.org](http://www.cityofdelano.org)

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT  
PUBLIC TRANSIT CLAIM  
**PART 2 OF 8 - CLAIM AND ASSURANCES**  
For Fiscal Year 2015-2016

**A. CLAIM:** The City of Delano hereby claims Local Transportation Fund and State Transit Assistance Fund apportionments and allocations for the 20\_\_-20\_\_ fiscal year plus all unencumbered funds and/or deferred revenues held in its local treasury for public transit uses.

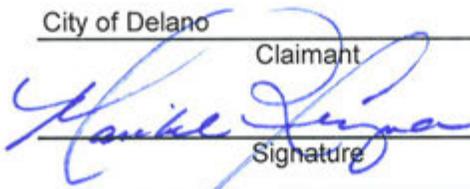
**B. COMPLIANCE**

**ASSURANCES:** The City of Delano hereby certifies that, as a condition of receiving funds pursuant to California Public Utilities Code Sections 99200, et. seq., and California Code of Regulations Sections 6600, et. seq., as amended, it shall ensure that:

1. All funds will be expended in compliance with the requirements of California Public Utilities Code Sections 99200 through 99408, California Code of Regulations Sections 6600 through 6756 and Kern Council of Governments' Transportation Development Act Rules and Regulations.
2. All funds will be expended in accordance with the budgets described in Part 6 of this claim, attached hereto and made a part hereof, by this reference.

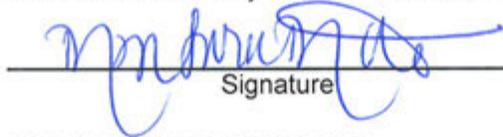
These assurances are given in consideration of and the for the purpose of obtaining any and all funds apportioned and allocated for public transit purposes pursuant to Public Utilities Codes, Division 10, Part 11, Chapter 4 of the State of California.

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

City of Delano  
Claimant  
  
Signature  
05/20/2016  
Date  
City Manager  
Title

**C. FINANCIAL**

**ASSURANCES:** As the chief financial officer of the City of Delano I hereby attest to the reasonableness and accuracy of the financial information presented in this claim and declare it to be consistent with the uniform system of accounts and records adopted by the Controller of the State of California.

  
Signature  
5/17/2016  
Date  
Director of Finance/Treasurer  
Title







## Kern Council of Governments

**PART 6 OF 8--BUDGETED PUBLIC TRANSIT EXPENSES**

For Fiscal Year 2015-2016

CLAIMANT: City of Delano

J. FY 2015-2016 NONCURRENT TDA & OTHER BUDGETED RESOURCES (From Part 5, Line I)	<u>\$2,519,205</u>
---	--------------------

## II. FY 2015-2016 BUDGETED EXPENSES &amp; USES

## K. Personnel:

1. Administrative Salaries & Wages	<u>\$78,180</u>
2. Operating Salaries & Wages	<u>\$619,803</u>
3. Other Salaries & Wages	<u>\$10,801</u>
4. Fringe Benefits	<u>\$495,353</u>

## L. Services &amp; Supplies:

1. Professional Services	<u>\$5,800</u>
2. Maintenance Services	<u>\$20,000</u>
3. Other Services	<u>\$50,000</u>
4. Vehicle Maintenance & Supplies	<u>\$373,220</u>
5. Utilities	<u>\$16,500</u>
6. Insurance	<u>\$22,000</u>
7. Purchased Transportation Services	<u>\$0</u>
8. Miscellaneous	<u>\$14,000</u>
9. Expense & Inter-fund Transfers	<u>\$191,300</u>
10. Interest	<u>\$1,000</u>
11. Lease & Rentals	<u>\$5,500</u>
12. Other	<u>\$950,088</u>

## M. Capital Assets (Itemize):

1. 3 DAR Buses/Transit Vans	<u>\$600,000</u>
2. Security Cameras	<u>\$89,405</u>
3. Bus Shelter	<u>\$168,156</u>
4. Route Match	<u>\$79,000</u>
5. CNG Site Replacement	<u>\$337,400</u>
6. 4 Mobile Lifts	<u>\$14,564</u>
7.	

## N. Other Uses:

1. Regional Planning Contribution (from most recent TDA estimate)	<u>                    </u>
2. Capital Outlay Reserve Contribution	<u>                    </u>

O. FY 2015-2016 BUDGETED EXPENSES & USES (Sections K+L+M+N)	<u>\$4,142,070</u>
---	--------------------

P. FY 2015-2016 UNFUNDED BALANCE (Line J-O)	<u><u>(\$1,622,865)</u></u>
---	-----------------------------

Kern Council of Governments

**PART 7 OF 8--TDA FUNDING CLAIM**

For Fiscal Year 2015-2016

CLAIMANT: City of Delano

I. FY 2015-2016 UNFUNDED BALANCE (From Part 6, Line P) (\$1,622,865)

II. FY 2015-2016 TDA TRANSIT FUNDING CLAIM

- 1. LTF--Regional Planning (PUC 99262) (Same as Part 6, Line N1) \$63,304
- 2. LTF--Operations/Capital (PUC 99260a) \$1,559,561
- 3. LTF--Capital Reserve Withdrawal (CCR 6648) \_\_\_\_\_
- 4. LTF--Social Service Transit (PUC 99275) \_\_\_\_\_
- 5. LTF--Contracted/Purchased Transit Services (PUC 99400c) \_\_\_\_\_
- 6. LTF--Capital Res. Contrib.(CCR 6648) (Same as Part 6, Line N2) \_\_\_\_\_
- 7. STAF--Operations (CCR 6730a) \_\_\_\_\_
- 8. STAF--Capital (CCR 6730b) \_\_\_\_\_
- 9. STAF--Contracted/Purchased Transit Services ( CCR 6731b) \_\_\_\_\_
- 10. STAF--Social Service Transit (CCR 6731c) \_\_\_\_\_
- 11. \_\_\_\_\_
- 12. \_\_\_\_\_

**III. FY 2015-2016 TDA FUNDING CLAIM (Should equal line I)** \$1,622,865

UNEXPENDED RESOURCES AS OF JUNE 30, 2016 (Line I+Line III)(Should be \$0) (\$0)

Kern Council of Governments  
**PART 8.1 OF 8--SUPPLEMENTAL PUBLIC TRANSIT INFORMATION**  
For Fiscal Year 2015-2016

Attach the following documents:

- 1) A copy of the governing body's authorization to execute and file this claim.
- 2) A completed copy of the attached questionnaire (BELOW) on system characteristics and any additional documentation required as a result of responding to each query.
- 3) A listing of all transit service subcontractors (BELOW) and a copy of the contract document, if not previously submitted.
- 4) A copy of the "unmet transit needs" documentation, including a legal notice of a public hearing, the minutes of the public hearing held by the local governing body and a resolution making the appropriate "unmet transit needs finding".
- 5) A copy of the Department of California Highway Patrol form number CHP339, "Transit Operator Compliance Certificate", dated within the past 13 months, documenting participation in the California Department of Motor Vehicles "Driver Pull Notice Program.

5-17-16  
PKraft

RESOLUTION NO. 2016 - 20

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DELANO  
AUTHORIZING STAFF TO FILE A CLAIM TO KERN COUNCIL OF  
GOVERNMENTS FOR PUBLIC TRANSIT FOR FISCAL YEAR 2015-2016.**

**WHEREAS**, Kern Council of Governments (KernCOG) administers the Transportation Development Act Program (TDA) for Kern County which includes two sources of funding, Local Transportation Fund (LTF) and State Transit Fund (STAF); and

**WHEREAS**, Council held a Public Hearing on March 7, 2016 and approved Resolution 2016-11 stating that there were no unmet transit needs; and

**WHEREAS**, the Delano City Budget for FY 2015-2016 indicates a need for LTF monies

**NOW, THEREFORE BE IT RESOLVED**, by approval of this Resolution the City Council of the City of Delano that:

The City Manager or her designee and the Finance Director are authorized to file a claim for Fund 75 Transit (TDA) in the amount of \$1,622,865.

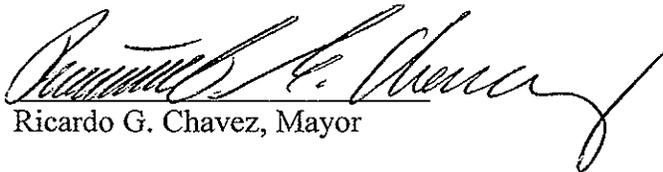
**THE FOREGOING RESOLUTION** was duly passed and adopted by the City Council of the City of Delano on the 16<sup>th</sup> day of May, by the following vote:

AYES: Chavez, Hill, Morris, Pascual

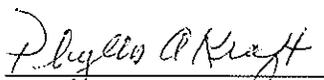
NOES: none

ABSENT: Vallejo

ABSTAIN: none

  
Ricardo G. Chavez, Mayor

ATTEST:

  
\_\_\_\_\_  
Phyllis Kraft, City Clerk

Kern Council of Governments  
**PART 8.2 OF 8--SYSTEM CHARACTERISTICS QUESTIONNAIRE**  
 For Fiscal Year 2015-2016

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

Question	YES	NO
1. Have all recommendations for corrective action from the FY 20 <u>14</u> -20 <u>15</u> independent financial audit report been implemented? IF NO, PLEASE SUBMIT A CORRECTIVE ACTION PLAN COVERING EACH RECOMMENDATION NOT ADDRESSED.	X	
2. Have all recommendations for corrective action from the FY 20 <u>14</u> -20 <u>15</u> performance audit report been implemented? IF NO, PLEASE SUBMIT A CORRECTIVE ACTION PLAN COVERING EACH RECOMMENDATION NO ADDRESSED.	X	
3. Have all past transportation development plan recommendations been implemented? IF NO, PLEASE SUBMIT A CORRECTIVE ACTION PLAN COVERING EACH RECOMMENDATION NOT ADDRESSED.	X	
4. Does the claimant maintain it's financial records in accordance with the California State Controller's approved "uniform system of accounts and records?"	X	
5. Has the claimant submitted it's "Annual Report of Financial Transactions of Transit Operators" to the California State Controller for the fiscal year ended June 30, 20 <u>15</u> ?	X	
6. Is the system expected to meet the applicable farebox revenue ratio requirement for FY 20 <u>15</u> -20 <u>16</u> ?		X
7. Is the system budgeted to meet the applicable farebox revenue ratio requirement for FY 20 <u>15</u> -20 <u>16</u> ?		X
8. If the answer to questions 6 or 7 is NO (i.e. fares revenues alone are insufficient to meet the applicable revenue ratio requirement), has the claimant committed sufficient "local funds" to supplement fares and thereby comply?	X	
9. Does the claimant expect to qualify for and claim an "extension of service exemption" for either FY 20 <u>15</u> -20 <u>16</u> or FY 20 <u>14</u> -20 <u>15</u> ?	X	
10. Is a budget increase in excess of 15% proposed for FY 20 <u>15</u> -20 <u>16</u> ?		X
11. Is an increase or decrease in excess of 15% in the scope of operations or capital budget provisions proposed for FY 20 <u>15</u> -20 <u>16</u> ?		X

Kern Council of Governments  
**PART 8.3 OF 8--SYSTEM CHARACTERISTICS QUESTIONNAIRE**  
 For Fiscal Year 2009-2010

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

Question	YES	NO
(NOTE: If the answer to question 11 or 12 is YES, PLEASE SUBMIT A STATEMENT WHICH DESCRIBES THE COMPONENTS OF THE INCREASE/DECREASE AND JUSTIFIES OR SUBSTANTIATES THE CHANGE.)		N/A
12. Is the claimant proposing an increase in executive level salaries for FY 20 <del>09</del> <u>10</u> ? IF YES, PLEASE SUBMIT A STATEMENT WHICH DEFINES AND JUSTIFIES THE INCREASE.		X
13. Is the claimant precluded by contract from contracting with common carriers or persons operating under franchise or license ?		X
14. Does the claimant expect to subcontract with outside parties for the provision of operator services in FY 20 <del>09</del> <u>10</u> ? IF YES, PLEASE SUBMIT A COPY OF ALL NEW OR AMENDED CONTRACTS NOT PREVIOUSLY SUBMITTED.		X
15. Is the claimant precluded by contract from employing part-time drivers ?		X
16. Does the claimant routinely staff public transportation vehicles designed to be operated by one person with two or more persons ?		X
17. Has the claimant's participation in the California Department of Motor Vehicle "Driver Pull Notice Program" been certified by the California Highway Patrol within the past 13 months ? IF YES, PLEASE SUBMIT A COPY OF FORM chp 339, "TRANSIT OPERATOR COMPLIANCE CERTIFICATE".	X	
18. Is the claimant's retirement system fully funded with respect to it's officers and employees ?	X	
19. Does the claimant have a private pension plan ?	X	
20. If the answer to question 19 is YES <b>and</b> the plan is a "defined benefit plan", does the claimant do each of the following:	X	
a. Conduct periodic actuarial studies of it's employee pension plans to determine the annual cost of future pension benefits ?	X	
b. Set aside and invest, on a current basis, funds sufficient to provide for the payment of future pension benefits ?	X	

Kern Council of Governments  
**PART 8.4 OF 8--SYSTEM CHARACTERISTICS QUESTIONNAIRE**  
For Fiscal Year 20\_\_-20\_\_

LISTING OF SUBCONTRACTORS  
City of Delano

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_
6. \_\_\_\_\_
7. \_\_\_\_\_
8. \_\_\_\_\_
9. \_\_\_\_\_
10. \_\_\_\_\_

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

**RESOLUTION NO. 2016 - 11**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DELANO  
DECLARING UNMET TRANSIT NEEDS WERE PRESENTED BUT WERE  
DETERMINED BY THE CITY COUNCIL THEY ARE NOT REASONABLE TO  
MEET**

**WHEREAS**, section 99238.5 of the California Codes of Regulations requires the establishment and implementation of a citizen participation process to solicit the input of transit dependent and transit disadvantaged persons, including the elderly, handicapped, and persons of limited means; and

**WHEREAS**, the City Council of the City of Delano by way of this public hearing is complying with California Code 99238.5 in addressing any unmet transit needs that can be reasonably met; and

**WHEREAS**, a public notice was given at least 30 days prior to this public hearing meeting stating the date, place, time, and specific purpose of the hearing and said public notice was published in the Delano Record; and

**WHEREAS**, for persons unable to attend the public hearing the public notice provided for written and electronic comments to be received by the City Clerk; and

**WHEREAS**, said public hearing was held at 5:30 pm on March 7, 2016 at which time the Delano City Council, after receiving all public testimony and any and all other public testimony (written and/or electronic) determined there were no unmet transit needs that are reasonable met; and

**NOW THEREFORE, BE IT RESOLVED, as follows**

1. The foregoing recitals are true and correct.
2. THAT THE CITY COUNCIL OF THE City of Delano hereby finds that a full and fair public hearing has been held and that there are no unmet transit needs that are reasonable to meet.
3. THAT STAFF hereby recommends to the City Council that it ADOPT the proposed Resolution, based on the findings enumerated hereinabove.

**PASSED AND ADOPTED** by the City Council of the City of Delano at a regular meeting held on the 21 day of March, 2016, by the following vote:

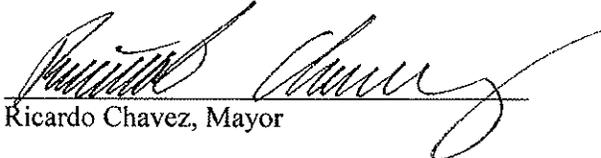
AYES: Hill, Morris, Pascual, Vallejo

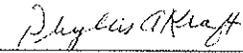
NOES: none

ABSENT: Chavez

ABSTAIN: none

ATTEST:

  
\_\_\_\_\_  
Ricardo Chavez, Mayor

  
\_\_\_\_\_  
Phyllis A. Kraft, City Clerk

TRANSIT OPERATOR COMPLIANCE CERTIFICATE

CHP 339 (Rev 7-90) OPI 062

TRANSIT OPERATOR NAME

City of Delano

ADDRESS

1015 11Th Avenue

TELEPHONE NUMBER

661-720-2210

CITY

ZIP CODE

COUNTY

Delano, CA

93215

Kern

This is to certify that the above named transit operator was inspected on this date and found to be in compliance with California Vehicle Code Section 1808.1, regarding participation in the Department of Motor Vehicles Pull Notice Program, and with Section 12804.6, regarding transit bus operator certificates.

ISSUED BY

I.D. NUMBER

DATE

*George Poor*

A12784

5/7/2015

Destroy previous editions.



CITY HALL  
1015 ELEVENTH AVENUE  
POST OFFICE BOX 3010

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DELANO, CALIFORNIA 93216-3010

(661) 721-3300  
(661) 721-3317 TDD  
[www.cityofdelano.org](http://www.cityofdelano.org)

COUNCIL MEMBERS

Ricardo Chavez  
MAYOR  
Ruby Hill  
MAYOR PRO TEM

Liz Morris  
Grace Vallejo  
Rueben Pascual

---

CITY MANAGER  
Maribel Reyna

April 29, 2016

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

Dear Mr. Hakimi,

In 2012, The City of Delano adopted a five-year transportation development plan (TDP) prepared by Moore & Associates; a firm contracted by Kern Council of Governments. This plan recommended several changes to our transit service that included route changes for our fixed route system, fare increases to our ADA Para transit rides, establishing a new express bus service from Delano to Bakersfield College and numerous other changes to improve effectiveness and efficiency of our transit department.

Additionally, because of the 2010 U.S. Census results, the City is transitioning from a Federal Transit Administration funding recipient designation as Section 5311 "rural transit operator- under 50,000 population" to a Section 5307 "small urbanized operator – over 50,000 population." Consequently, the required fare box return for our transit service has doubled from a minimum of 10% to a minimum of 20%.

The Delano transit department has for years struggled to make the previous requirement of 10% farebox and sought expert help from your staff. To date, the transit department is approaching the 10% level but does not anticipate reaching the 20% anytime soon. As you are aware, according to Section 99270.2 of the *TDA Statutes and California Codes of Regulations, April 2013*, the Transportation Development Act (TDA) allows exemptions to the farebox recovery requirements for an operator serving a new urbanized area for not more than five years.

Our staff is requesting a second-year TDA farebox exemption to fully implement the service changes identified in the City's TDP. Additionally, the transit department staff will continue to work closely with your staff and report monthly on progress made.

Since the City has submitted a TDA claim for fiscal year 2015/2016, the City is requesting that this exemption be presented to Kern Council of Governments' Transportation Technical Advisory Committee and the Transportation Policy Planning Committee at your earliest convenience for adoption. Please feel free to call me at 661-720-2235 or email me at [rios@cityofdelano.org](mailto:rios@cityofdelano.org) should you have any questions or require additional information.

Sincerely,



Rosa Lara Rios  
Finance Director  
City of Delano

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	8,935	1.03%	\$389,790.76	\$49,817.02	\$351,463.00	\$19,102.00	\$458,709.77
TEHACHAPI	13,348	1.55%	\$582,243.40	\$74,413.33	\$4,559.00	\$248.00	\$656,904.73
WASCO	25,793	2.99%	\$1,125,097.70	\$143,792.56	\$26,710.00	\$1,452.00	\$1,270,342.25
KERN CO.-IN (1)	118,899	13.77%	\$4,927,086.48	\$662,846.17	\$0.00	\$0.00	\$5,589,932.65
KERN CO.-OUT	191,319	22.15%	\$8,345,386.98	\$1,066,578.07	\$899,092.00	\$48,863.00	\$9,460,828.05
METRO-BAKERSFIELD CTSA	N/A	N/A	\$1,045,865.83	\$0.00	\$0.00	\$0.00	\$1,045,865.83
PROOF	N/A		\$37,672,474.16	\$4,814,712.00	\$7,700,447.00	\$418,495.00	\$42,905,681.16
TOTALS	863,646	100.00%	\$37,672,474.16	\$4,814,712.00	\$7,700,447.00	\$418,495.00	\$42,905,681.16
KERN COG ADMINISTRATION	N/A	1.00%	\$400,305.11	\$0.00	N/A	\$0.00	\$400,305.11
KERN PEDESTRIAN/BIKEWAY	N/A	2.00%	\$792,604.13	\$0.00	N/A	\$0.00	\$792,604.13
KERN COG PLANNING (2)	N/A	3.00%	\$1,165,128.07	\$0.00	N/A	\$0.00	\$1,165,128.07
ESTIMATED TOTAL	N/A		\$40,030,511.47	\$4,814,712.00	N/A	\$418,495.00	\$45,263,718.47

NOTES:

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

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

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT

SCHEDULE "B"  
 PLANNING CONTRIBUTIONS BY AREA OF APPORTIONMENT  
 Fiscal Year 2015-2016

Revised: February 12, 2015

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



## IV. D. TPPC

July 21, 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.  
TRIENNIAL PERFORMANCE AUDIT FOR FY 2013-2015

### DESCRIPTION:

On October 15, 2015, Kern Council of Governments entered into a contract with Moore & Associates to carry out a triennial performance audit of its activities and those of each transit operator to whom it allocates funds under the Transportation Development Act. The contractor has presented its findings and recommendations in individual audits for Kern COG and each transit operator, which have been reviewed by Kern COG staff and the pertinent transit operator's personnel.

### DISCUSSION:

Under Section 99246 of the California Public Utilities Code, Kern COG is "required to designate entities other than itself, a county transportation commission, a transit development board, or an operator" to conduct performance audits every three years.

The contractor made the following findings:

#### *Findings and Recommendations*

With two exceptions, Kern COG adheres to Transportation Development Act (TDA) regulations in an efficient and effective manner.

1. Several of the public transit operators to which Kern COG allocates TDA funding failed to submit annual fiscal audits within the TDA-mandated 180-day window.
2. Kern COG does not currently certify to the director of Caltrans in writing that performance audits of operators located in the area under its jurisdiction have been completed.

#### Program Compliance:

1. Maintain diligence in providing technical assistance to local jurisdictions enabling the release and disbursement of TDA funding.
2. Develop and implement an updated checklist of standard assurances for TDA claims.

Functional Recommendations:

1. Continue to work with operators who have unclaimed funds to ensure those funds can be disbursed in a timely manner. This may include providing assistance with claim forms or other required submittals.

Attached is Kern COG's Triennial Performance Audit Executive Summary. The audit recommends that Kern COG apply the following measures:

1. Work with the TDA fiscal auditor to ensure individual operator TDA audits can be completed within the TDA-stipulated timeframe.
2. Continue to work with local operators to disburse unclaimed TDA funds.

Action:

1. Receive and file TDA triennial audit;
2. Direct staff to implement the recommendations; and
3. Direct staff to assist member agencies in their efforts to implement recommendations for their respective agencies. VOICE VOTE.

Attachment: Kern Council of Governments Triennial Performance Audit, FY 2013-2015 Executive Summary

## Chapter 1

# Executive Summary

The Triennial Performance Audit of the Kern Council of Governments (Kern COG) covers a three-year period ending June 30, 2015. The California Public Utilities Code requires all Regional Transportation Planning Agencies conduct an independent Triennial Performance Audit in order to be eligible for Transportation Development Act (TDA) funding.

In October 2015, Kern COG selected the independent consultant Moore & Associates, Inc. to prepare Triennial Performance Audits of itself as the RTPA as well as 12 municipal and regional operators to which it allocates funding. Moore & Associates is a general consulting firm specializing in public transportation. Selection of the consultant followed a competitive procurement process.

This chapter summarizes key findings and recommendations developed during the Triennial Performance Audit of Kern COG for the period defined as:

- Fiscal Year 2012/13,
- Fiscal Year 2013/14, and
- Fiscal Year 2014/15.

We conducted this performance audit in accordance with generally accepted government auditing standards. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our review objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

The review was also conducted in accordance with the processes established by the California Department of Transportation, as outlined in the *Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities*.

The Triennial Performance Audit includes five elements:

1. Compliance requirements,
2. Follow-up of prior recommendations,
3. Analysis of internal goal setting and strategic planning efforts,
4. Review of the RTPA's functions and activities, and
5. Findings and recommendations.

#### Test of Compliance

With two exceptions, Kern COG adheres to Transportation Development Act (TDA) regulations in an efficient and effective manner.

1. Several of the public transit operators to which Kern COG allocates TDA funding failed to submit annual fiscal audits within the TDA-mandated 180-day window.

## Kern Council of Governments

Triennial Performance Audit, FY 2013-2015

Final Report

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2. Kern COG does not currently certify to the director of Caltrans in writing that performance audits of operators located in the area under its jurisdiction have been completed.

### Status of Prior Recommendations

The prior Triennial Performance Audit – completed in 2013 by PMC for the three fiscal years ending June 30, 2012 – included the following recommendations.

1. Develop a tickler file of key TDA claims dates.  
Status: Implemented.
2. Update the Kern COG TDA Rules and Regulations.  
Status: Implemented.
3. Maintain diligence in providing technical assistance to local jurisdictions enabling the release and distribution of TDA funding.  
Status: Implementation in progress.
4. Develop and implement an updated checklist of standard assurances for TDA transit claims.  
Status: Implemented.

### Goal Setting and Strategic Planning

The primary planning document is the Regional Transportation Plan (RTP). The RTP is a long-term (26-year) general plan for the region's transportation network, and encompasses projects for all types of travel, including aviation and freight movement. The plan, which was completed in 2014 and is scheduled to be updated in 2018, assesses environmental impacts of proposed projects, and establishes air quality conformity as required by federal regulations. Kern COG also manages local planning for its member entities, funding periodic Transit Development Plans, feasibility studies, and corridor studies. An annual Overall Work Plan (OWP) defines key work elements, priorities, and project details for each fiscal year.

### Findings and Recommendations

Based on the current review, we submit the following TDA compliance findings:

1. Several of the public transit operators to which the KCOG allocates TDA funding failed to submit their annual fiscal audits within the TDA-mandated 180-day window.
2. Kern COG does not currently certify to the director of Caltrans in writing that performance audits of operators located in the area under its jurisdiction have been completed.

We also identified one additional functional finding. While this finding is not a compliance finding, we feel it is significant enough to be addressed within this review.

1. Some local operators still have unclaimed TDA funds.

# Kern Council of Governments

Triennial Performance Audit, FY 2013-2015

Final Report

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In completing this Triennial Performance Audit, we submit the following recommendations for the Kern Council of Governments as the RTPA. They have been divided into two categories: TDA Program Compliance Recommendations and Functional Recommendations. TDA Program Compliance Recommendations are intended to assist in bringing the agency into compliance with the requirements and standards of the TDA, while Functional Recommendations address issues identified during the Triennial Performance Audit that are not specific to TDA compliance.

Exhibit 1.1 Summary of Recommendations

TDA Program Compliance Recommendations		Importance	Timeline
1	Work with Kern COG management and the TDA fiscal auditor to ensure individual operator TDA fiscal audits can be completed within the TDA-stipulated timeframe.	High	FY 2016/17
2	Kern COG should ensure it certifies to Caltrans in writing that performance audits of operators located in the area under its jurisdiction have been completed.	High	FY 2016/17
Functional Recommendations		Importance	Timeline
1	Continue to work with local operators to disburse unclaimed TDA funds.	Medium	FY 2016/17



## IV. E. TPPC

July 21, 2016

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi,  
Executive Director

BY: Rob Ball, Senior Planner  
Ed Flickinger, Regional Planner

SUBJECT: TPPC AGENDA NUMBER IV. CONSENT CALENDAR, ITEM E.  
Authorization to Extend Contract – 2014 Transportation Model Update

### DESCRIPTION:

Staff requests the extension of the term of the 2014 Transportation Model Update Contract to permit completion of the remaining tasks specified in the contract with the Consultant Fehr & Peers. The project is listed in the 2015-2016 and 2016-2017 Overall Work Programs under Work Element 601.4. The contract is to update, re-validate and enhance the Kern COG Regional Transportation Model. This item has been reviewed by County Council

### DISCUSSION:

The parties have previously entered into a contract dated June 18, 2015 whereby the Consultant's services were retained to provide certain technical and professional services to perform the calibration and validation of the CUBE Transportation Model with the base year representing 2014 observed conditions. This contract builds on the work now underway from the San Joaquin Valley Model Improvement Program Phase II (VMIP 2) which is updating the current models for all 8-San Joaquin Valley counties with 2008 conditions. The VMIP 2 contract is funded by a state grant and is managed by Fresno COG who awarded the contract to Fehr & Peers. Since the signing of the contract, delays from VMIP 2 has caused delays from the remaining tasks specified in the Contract with Kern COG. The Consultant and Kern COG desire to extend the term of the Contract to permit completion of the remaining tasks specified in the contract through June 30, 2017.

### ACTION:

Approve contract extension and authorize Chair to sign. VOICE VOTE.

AMENDMENT NO. 1  
TO CONTRACT BETWEEN

KERN COUNCIL OF GOVERNMENTS  
AND  
FEHR & PEERS

2014 Transportation Model Update

THIS AMENDMENT No. 1 is made and entered into this 19<sup>th</sup> day of May 2016, ("Execution Date") by and between the Kern Council of Governments, hereinafter referred to as "Kern COG," and Fehr & Peers, Inc., hereinafter referred to as "Consultant."

WITNESSETH

WHEREAS, the parties hereto have previously entered into a contract dated May 21, 2015 (hereinafter the "Contract"), whereby Consultant's services were retained to provide certain technical and professional services to perform the calibration and validation of the CUBE Transportation Model; and

WHEREAS, staffing changes have delayed completion of the work required pursuant to the Contract, and the Consultant and Kern COG desire to extend the term of the Contract to permit completion of the remaining tasks specified in the Contract;

NOW, THEREFORE, Kern COG and Consultant do hereby mutually agree as follows:

1. Pursuant to the procedures contained in Section V., Contract Changes, of the Contract, the parties agree that the term of the Contract shall be extended through *June 30, 2017*. Key deliverables will be provided as specified in the revised Exhibit "B" Schedule as attached.
2. Except as expressly amended herein, all the provisions of the Contract shall remain in full force and effect.

REMAINDER OF PAGE INTENTIONALLY LEFT BLANK

IN WITNESS WHEREOF, Kern COG and Consultant have executed this Amendment No. 1 as of the Execution Date.

KERN COUNCIL OF GOVERNMENTS

\_\_\_\_\_  
Jennifer A. Wood, Chair  
"Kern COG"

Fehr & Peers

\_\_\_\_\_  
Mike Wallace  
"Consultant"

RECOMMENDED AND APPROVED  
AS TO CONTENT:

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

APPROVED AS TO FORM:

\_\_\_\_\_  
Brian Van Wyk, Deputy  
Kern County Counsel

KERN COG TRANSPORTATION MODEL UPDATE CALIBRATION/VALIDATION			2015												2016												2017					
Task No.	Responsible	Task Description	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J		
1	Consultant	Trip Generation						◆	—————	▽																						
2	Consultant	External Trips											▽	—————																		
3	Consultant	Trip Distribution Validation												▽	—————																	
4	Consultant	Overall Model Validation																														
5	Consultant	Develop Future Year Models																														
6	Consultant	Meetings/Supplies/Support																														
7	Consultant	Training																														
8	Consultant	Support																														
9	Consultant	Reports/Documentation																														
10	Consultant	Land Use				◆	—————																									

July 21, 2016

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi,  
Executive Director

BY: Ed Flickinger,  
Regional Planner

SUBJECT: TPPC AGENDA NUMBER IV. CONSENT CALENDAR ITEM F.  
Contract Extension – 2012 Kern On-Call Transportation Model Support

DESCRIPTION:

A proposed contract amendment with DKS Associates has been negotiated to extend the timeframe for Kern On-Call Transportation Model Support at current budget levels. This item has been reviewed by County Counsel.

DISCUSSION:

The current Kern COG transportation model was completed by the San Joaquin Valley-wide Model Improvement Program and is being updated. The model contains mode split, trucks, peak periods (am, pm, mid-day, off-peak), and approximately 2000 Transportation Analysis Zones (TAZs).

The consultant will assist the Kern COG staff with creating script files, troubleshooting modeling problems, review of modeling assumptions, model refinements, developing Air Quality forecast outputs for use in emissions analysis and provide training on significant aspects of the model.

During the course of the study, Kern COG staff and the consultant team agreed that the contract period would need to be extended from June 30, 2016 to June 30, 2017.

The project is listed in the 2016-2017 Overall Work Program under Work Element 604.1. Funding for this item has been approved by the Kern COG Board as part of the 2016-17 OWP and, by legal counsel as to form.

Attachment: DKS Associates On-Call Transportation Model Support Contract Amendment No 5.

ACTION:

Approve the DKS Associates contract amendment and authorize Chair to sign. VOICE VOTE.

AMENDMENT NO. 5  
TO CONTRACT BETWEEN  
KERN COUNCIL OF GOVERNMENTS  
AND  
DKS ASSOCIATES

THIS AMENDMENT (hereinafter "Amendment No. 5") TO CONTRACT, for reference purposes is made and entered into this 19<sup>th</sup> day of May 2016 ("Execution Date") by and between the Kern Council of Governments (hereinafter "KERN COG") and DKS Associates (hereinafter "CONSULTANT").

WITNESSETH

WHEREAS, KERN COG and CONSULTANT entered into a contract ("Contract") dated June 21, 2012 for the purpose of Kern On Call Transportation Model Support; and

WHEREAS, the contract identified a start date of July 1, 2012; and

WHEREAS, the transportation model support tasks have resulted in a need to extend the Study end date; and

WHEREAS, the Parties to the Contract desire to enter into this Amendment No. 5 to extend the term of the Contract to June 30, 2017; and

WHEREAS, the extension has no effect on other projects or programs of KERN COG.

NOW, THEREFORE, KERN COG AND CONSULTANT do mutually agree as follows:

1. Section III, Term is deleted and replaced with the following:

The term of this contract is July 1, 2012, through June 30, 2017, unless an extension of time is granted in writing by Kern COG.

Consultant's services and reimbursements beyond June 30, 2016, have been included in the Kern COG 2016-17 fiscal year Overall Work Program (OWP).

2. Section VI. A., Maximum Contract Amount/Budget Amendments, is deleted and replaced with the following:

For services rendered, Consultant may bill and receive up to One hundred twenty thousand dollars (\$120,000), to be billed in accordance with Exhibit "B," Costs. The total sum billed under this contract may not exceed One hundred twenty thousand dollars (\$120,000) including all costs, overhead, and fixed fee expenses. Such billings, up to the specified amount, shall constitute full and complete compensation for Consultant's services. Any amendments to the individual categories within the budget must be approved in writing in advance by Kern COG.

3. Exhibit "B" of the Contract is deleted and replaced with the attached and incorporated Exhibit "B" Amendment No. 5.

4. Except as expressly amended herein, all provisions of the Contract shall remain in force and effect.

IN WITNESS WHEREOF, this Amendment Number 5 to the Contract has been executed as of the Execution Date.

APPROVED AS TO CONTENT:

KERN COUNCIL OF GOVERNMENTS

DKS ASSOCIATES

\_\_\_\_\_  
Ahron Hakimi, Executive Director  
"Kern COG"

\_\_\_\_\_  
John Long, Principal  
"CONSULTANT"

\_\_\_\_\_  
Jennifer A. Wood, Chair  
"Kern COG"

APPROVED AS TO FORM

\_\_\_\_\_  
Brian Van Wyk, Deputy  
County Counsel

## Exhibit B

### On Call Budget and Cost Schedule (Revised April 2016)

	John Gibb Project Manager		John Long Principal-In- Charge		David Tokarski GIS Specialist		Total Task	
	Hourly Billing Rate \$ 180.00		Hourly Billing Rate \$ 245.00		Hourly Billing Rate \$ 150.00			
Task	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost
Create and Refine Script Files	80	\$ 14,400		\$ -		\$ -	80	\$ 14,400
Trouble shooting modeling problems	120	\$ 21,600	4	\$ 980	8	\$ 1,200	132	\$ 23,780
Review of Modeling data/assumptions	80	\$ 14,400	4	\$ 980	8	\$ 1,200	92	\$ 16,580
Model Refinement	108	\$ 19,440	4	\$ 980	8	\$ 1,200	120	\$ 21,620
Model Documentation	60	\$ 10,800	4	\$ 980			64	\$ 11,780
Training	64	\$ 11,520		\$ -		\$ -	64	\$ 11,520
Model Re-calibration/validation	100	\$ 18,000	4	\$ 980		\$ -	104	\$ 18,980
<b>Tasks Subtotal</b>	<b>612</b>	<b>\$ 110,160</b>	<b>20</b>	<b>\$ 3,920</b>	<b>24</b>	<b>\$ 3,600</b>	<b>488</b>	<b>\$ 118,660</b>

Direct Costs	Amount
Travel (Including Training)	\$940
Counts, Data Collection, etc.	\$400
<b>Direct Costs Subtotals</b>	<b>\$1,340</b>

<b>PROPOSAL GRAND TOTAL</b>	<b>\$ 120,000</b>
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July 21, 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.  
PROJECT ACCOUNTABILITY TEAM REPORT

DESCRIPTION:

All Active Transportation Program (ATP), Congestion Mitigation and Air Quality (CMAQ), and Regional Surface Transportation Program (RSTP) projects have been submitted or approved. Transit grants are being prepared and will be submitted for approval. The Transportation Technical Advisory Committee has reviewed this item.

DISCUSSION:

The Project Accountability Team meeting is held to discuss project implementation issues and to develop solutions. Participants review project status information for projects in the Federal Transportation Improvement Program.

HIGHLIGHTS of May 26, 2016 meeting

1. There has been a recent increase in project delays to the ATP projects and an increased focus from the California Transportation Commission on ATP delivery. See email attached.
2. Attendees discussed the opportunity for early delivery of new RSTP and CMAQ projects.
3. Transportation Development Act (TDA) Article 3 applications are due July 15<sup>th</sup> to Kern COG.
4. Highway Safety Improvement Program (HSIP) Cycle 8 applications are due August 12<sup>th</sup> to Caltrans. See HSIP announcement attached.
5. Score Card - 57% of projects have approved funding authorization; 10% is awaiting funding authorization; 33% has not been submitted for funding authorization

Enclosure: May 26, 2016 Project Accountability Team meeting notes  
June 24, 2016 Email from Caltrans Office of Active Transportation  
June 27, 2016 Score Card for fiscal year 15/16  
June 27, 2016 FY 15/16 project list  
May 26, 2016 TDA Article 3 project list  
May 9, 2016 HSIP Announcement

ACTION: Information.

## Project Accountability Team Meeting

Tuesday, May 26, 2016  
Meeting held at Kern Council of Governments

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### Attendees:

Navdip Grewal, Bakersfield  
John Ussery, Bakersfield  
Pedro Nunez, Delano  
Loren Culp, Ridgecrest  
Alex Gonzalez, Shafter

Jeremy Bowman, Wasco  
Raquel Pacheco, Kern COG  
Peter Smith, Kern COG  
Susanne Campbell, Kern COG

### DRAFT Notes

1. Introductions confirmed attendees.
2. **Active Transportation Program (ATP) Cycle 1 & 2 Delivery** – Ms. Pacheco played the recording of the last portion of the May California Transportation Commission (CTC) meeting to show the commissioners concerns regarding ATP time extensions. Ms. Pacheco noted for projects programmed in FY 16/17, the next opportunity to submit allocation vote to Caltrans was June 20, 2016 for the August CTC meeting.
3. **ATP Cycle 3 Due June 15th** – This cycle, applications were to be submitted both electronically and hardcopy by June 15<sup>th</sup> to Caltrans. Mr. Smith reminded attendees to submit a paper and electronic copy of the application to Kern COG as well.
4. **Regional Surface Transportation Program (RSTP) Early Delivery** – The RSTP projects approved by Kern COG Board February 18, 2016 are included in federally approved 2015 FTIP Amendment No. 16. Please consult with Kern COG staff if projects are ready to be delivered in fiscal year 15/16.
5. **Congestion Mitigation Air Quality (CMAQ) Program Early Delivery** – The CMAQ projects approved by Kern COG Board March 17, 2016 are included in federally approved 2015 FTIP Amendment No. 17. Please consult with Kern COG staff if projects are ready to be delivered in fiscal year 15/16.
6. **Roundtable presentations** – Each agency, represented, gave a project update only if new information was available for 2015-2016 projects. **See updates in the project list attached.**
7. **TDA Article 3 Project Status** – Mr. Smith noted that updates from Tehachapi were received. **See updates in the project list attached.**
8. **TDA Article 3 Call for Projects** – Mr. Smith noted that applications are due July 15<sup>th</sup>.
9. **Announcements** – A. CMAQ Policy Update: The first workshop for the CMAQ Policy update was June 1<sup>st</sup> in the Kern COG Board room. A copy of the May 19, 2016 Transportation Planning Policy Committee staff report was provided.  
  
B. Highway Safety Improvement Program (HSIP) Cycle 8 Applications due August 12<sup>th</sup>. A copy of the May 9, 2016 Caltrans email and announcement was provided.
10. **Conclude Meeting / Next meeting** – There is no meeting scheduled for June. Next meeting to be determined.

**Sent:** Friday, June 24, 2016 11:25 AM

Dear Transportation Partners:

The purpose of this e-mail is to bring to your attention the recent increase in project delays to the Active Transportation Program (ATP) and increased focus from the California Transportation Commission (CTC) on ATP delivery.

SB99 Established the ATP “for the purpose of encouraging increased use of active modes of transportation, such as biking and walking.” (SB99, Sec. 15, Ch. 8, 2380) To assure these funds are used to deliver projects in a timely manner, the ATP funds are subject to the CTC Timely use of Funds rules.

We would like to remind our partners of the requirement that time extensions fit the following criteria:

- The additional time requested shall not exceed the amount of time directly attributed to the delay
- The reason for the delay is unforeseen
- The reason for the delay is beyond the control of the local agency
- The reason for the delay is due to circumstances reasonably considered to be extraordinary
- The additional time requested shall not exceed the amount of time actually required by the local agency to meet the extended delivery deadline

As there could be questions from the CTC on your time extension request, we strongly encourage a representative from your agency be present at any CTC meeting where your extension request is being considered. If you have a time extension request on the June CTC meeting agenda, you should plan to attend to the June CTC meeting.

The June CTC Meeting date and location are:

June 29-30, 2016  
Lincoln Plaza  
Auditorium, First Floor  
400 P Street  
Sacramento, CA

A copy of the meeting notice and agenda will be posted 10 days prior to the meeting and related book items will be posted 5 days prior to the meeting on the California Transportation Commission Website: [www.catc.ca.gov](http://www.catc.ca.gov)

Please remember, persons attending the meeting who wish to address the CTC on a subject to be considered are asked to complete a Speaker Request Card and give it to the Executive Assistant prior to the discussion of the item. If you plan to present handouts and/or written material to the CTC at the meeting, you will need to provide a minimum of 25 copies labeled with the agenda item number.

*Bob*

Bob Baca, PE – Program Coordinator – STIP & ATP Reporting, ER  
Office of Active Transportation & Special Programs  
Caltrans, HQ – 1120 N Street - Sacramento - CA - 95814  
(916) 653-9151 Office - <http://www.dot.ca.gov/hq/LocalPrograms/>

June 27, 2016

TO: TTAC Members and Project Managers

FROM: AHRON HAKIMI,  
EXECUTIVE DIRECTOR

By: Raquel Pacheco, Regional Planner

RE: Monthly Project Delivery Score Card



Federal Transportation Improvement Program

FY 2015-16	No. of Projects	Federal/State \$ in FY 15/16		% of funding
		Preliminary Engineering	Construction	
ATP	13	\$0	\$6,772,000	
CMAQ	18	\$0	\$8,987,355	
RSTP	17	\$0	\$10,365,118	
Transit	4	\$0	\$12,707,868	
<b>Totals</b>	<b>52</b>	<b>\$0</b>	<b>\$38,832,341</b>	<b>100%</b>
<b>1. Not Submitted</b>				
	No. of Projects	Preliminary Engineering	Construction	% of funding
ATP	0	\$0	\$0	
CMAQ	0	\$0	\$0	
RSTP	0	\$0	\$0	
Transit	<u>4</u>	<u>\$0</u>	<u>\$12,707,868</u>	
<b>Total</b>	<b>4</b>	<b>\$0</b>	<b>\$12,707,868</b>	<b>33%</b>
<b>2. Submitted</b>				
	No. of Projects	Preliminary Engineering	Construction	% of funding
ATP	4	\$0	\$3,019,000	
CMAQ	1	\$0	\$363,457	
RSTP	2.5	\$0	\$730,274	
Transit	<u>0</u>	<u>\$0</u>	<u>\$0</u>	
<b>Total</b>	<b>7.5</b>	<b>\$0</b>	<b>\$4,112,731</b>	<b>10%</b>
<b>3. State/Federal Approvals</b>				
	No. of Projects	Preliminary Engineering	Construction	% of funding
ATP	9	\$0	\$3,753,000	
CMAQ	17	\$0	\$8,623,898	
RSTP	14.5	\$0	\$9,634,844	
Transit	<u>0</u>	<u>\$0</u>	<u>\$0</u>	
<b>Total</b>	<b>40.5</b>	<b>\$0</b>	<b>\$22,011,742</b>	<b>57%</b>

**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	March 2016	3
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	April 2016	3
Bakersfield	KER140507	CML-5109(217) (224)	IN BAKERSFIELD: GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SAFER ROADS (Snow at Jewetta, Snow at Norris, Stockdale Hwy)	\$0	\$970,554	\$1,096,300	May 2016 (2) March 2016 (1)	3
Bakersfield	KER140508	CML-5109(221)	IN BAKERSFIELD: MOHAWK ST FROM TRUXTUN AVE TO CALIFORNIA AVE; CONSTRUCT MEDIAN ISLAND	\$0	\$265,590	\$300,000	April 2016	3
Bakersfield	KER151002		IN BAKERSFIELD: FRANK WEST ELEMENTARY SCHOOL; SAFE ROUTES TO SCHOOL IMPROVEMENTS	\$0	\$312,000	\$312,000	March 2016 (May CTC)	3
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	3
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	March 2016	3
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	June 2016	1
Delano	KER150811		IN DELANO: PURCHASE OF THREE REPLACEMENT GAS DIAL-A-RIDE VANS (FTA Section 5307)	\$0	\$132,000	\$165,000	June 2016	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	CMLFTA- 6013(022)	IN BAKERSFIELD: ON THE CALIFORNIA STATE UNIVERSITY, BAKERSFIELD CAMPUS; CONSTRUCTION OF A PUBLIC TRANSIT CENTER	\$0	\$1,074,840	\$1,214,115	Jan 2016	3
GET	KER140503	CMLFTA- 6013(021)	IN BAKERSFIELD: EXPANSION OF PASSIVE SOLAR ELECTRIC CONVERSION SYSTEM	\$0	\$1,437,992	\$1,624,300	Jan 2016	3
GET	KER150806		IN BAKERSFIELD: PURCHASE OF 24 REPLACEMENT CNG BUSES	\$0	\$11,520,000	\$14,400,000	June 2016	1
Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved.								
2a. Allocation request to CTC.								
<b>NOTES</b>	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	STPLNI-6087(052)	IN KERN COUNTY: REGIONAL TRAFFIC COUNT PROGRAM	\$0	\$79,677	\$90,000	Jan 2016	3
KCOG	KER140501	CMLNI-6087(053)	IN KERN COUNTY: RIDESHARE PROGRAM	\$0	\$201,534	\$227,645	Jan 2016	3
Kern Co.	KER140405	STPL-5950(403)	IN KERN COUNTY: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Rowlee Rd)	\$0	\$1,466,238	\$2,108,238	Jan 2016	3
Kern Co.	KER140506	CML- 5950(406)(396) (404)(405)	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)	3
Kern Co.	KER140509	CML- 5950(409)(404)	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)	3
Kern Co.	KER141004	ATPL-5950(401)	NORTH OF BAKERSFIELD: HIGHLAND ELEMENTARY; CONSTRUCT PEDESTRIAN IMPROVEMENTS	\$0	\$275,000	\$330,000	Nov 2015 (Jan CTC)	3
Kern Co.	KER141005	ATPL-5950(399)	IN BAKERSFIELD: HORACE MANN ELEMENTARY; CONSTRUCT PEDESTRIAN IMPROVEMENTS	\$0	\$310,000	\$372,000	Jan 2016 (March CTC)	3
Kern Co.	KER151003	ATPL-5950(400)	IN BAKERSFIELD: STIERN MIDDLE SCHOOL; CONSTRUCT PEDESTRIAN IMPROVEMENTS	\$0	\$125,000	\$150,000	Nov 2015 (Jan CTC)	3
Kern Co.	KER151004	ATPL-5961(001)	IN KERN COUNTY: MOJAVE; CONSTRUCT PEDESTRIAN IMPROVEMENTS (time extension)	\$0	\$249,000	\$640,000	March 2016 (May CTC)	2a
McFarland	KER150401	STPL-5343(008)	IN MCFARLAND: FRONTAGE RD: ALLEY NORTH OF W. KERN ST TO ROBERTSON AVE; LANDSCAPING AND PEDESTRIAN IMPROVEMENTS	\$0	\$262,720	\$358,659	PE - Jan 2016 CON - June	3,2
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	3
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	3
<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
Shafter	KER140409		IN SHAFTER: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Beech at Lerdo)	\$0	\$182,000	\$205,581	May 2016	2
State	KER140410		IN MARICOPA: SR 33 AT STANISLAUS ST; INSTALL RECTANGULAR RAPID FLASHING BEACON NEAR PEDESTRIAN CROSSING	\$0	\$30,985	\$35,000	done	3
Taft	KER140411	STPL-5193(038)	IN TAFT: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Church St)	\$0	\$198,770	\$224,524	April 2016	3
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	April 2016	2
Tehachapi	KER140412		IN TEHACHAPI: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Tucker Rd)	\$0	\$315,110	\$355,937	April 2016	2
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)	3
Tehachapi	KER151005	ATPL-5184(026)	IN TEHACHAPI: VARIOUS LOCATIONS; SAFE ROUTES TO SCHOOL IMPROVEMENTS	\$0	\$780,000	\$780,000	CON-Mar 2016 (May CTC)	2a
Wasco	KER140413	STPL-5287(045)	IN WASCO: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (Griffith Ave)	\$0	\$567,412	\$640,928	Jan 2016	3
Wasco	KER141007	ATP-5287(040)	IN WASCO: PALM AVE ELEMENTARY SCHOOL; CONSTRUCT PEDESTRIAN INFRASTRUCTURE IMPROVEMENTS	\$0	\$410,000	\$410,000	April 2016	3
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)	2
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)	2
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. <b>NOTES</b> 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
			GROUPED PROJECTS FOR SAFETY IMPROVEMENTS -HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP). [Bakersfield, Delano, Kern County, Shafter, Wasco]					
Various	KER140601		Bakersfield: north east HSIP7-06-004	\$0	\$174,600	\$194,000		1
			Bakersfield: south east HSIP7-06-005	\$0	\$151,200	\$168,000		1
			Delano: HSIP7-06-006	\$0	\$437,900	\$437,900		1
			Kern County: South Union Ave HSIP7-06-007	\$0	\$1,020,870	\$1,134,300		1
			Shafter: Lerdo Highway HSIP7-06-008	\$0	\$1,081,800	\$1,081,800		1
		HSIPL-5287(046)	Wasco: HSIP7-06-009	\$0	\$143,900	\$143,900	PE -done	3,1

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

**NOTES** A. Amendment pending

Transportation Development Act Article 3 Program

Project Status

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

Jurisdiction	Auth. Date	Auth Order	Project Name	Funding	Status Code	
Arvin	9/19/2013	MO#13-03	Bike Rack	\$1,000	1	
Arvin	9/18/2014	MO#14-04	Pedestrian Improvements at DiGiorgio Park	\$44,200	1	
Arvin	8/20/2015	MO#15-04	Pedestrian Improvements at DiGiorgio Park	\$44,200	1	
Bakersfield	9/18/2008	MO#08-06	Bike Bakersfield Safety Program	\$42,000	2	On-going
Bakersfield	9/20/2012	MO#12-03	Ped Improve on Columbus from River to Haley (I of II)	\$0	3	Completed, billing competed June 6, 2014 \$26,892
Bakersfield	9/20/2012	MO#12-03	Ped Improve on Brundage from Oleander to "H" (I of II)	\$0	3	Completed, billing competed June 6, 2014 \$20,733
Bakersfield	9/19/2013	MO#13-03	Ped Improve on Columbus from River to Haley (II of II)	\$0	3	Completed, billing competed June 6, 2014 \$60,008
Bakersfield	9/19/2013	MO#13-03	Ped Improve on Brundage from Oleander to "H" (II of II)	\$0	3	Completed, billing competed June 6, 2014 \$46,267
Bakersfield	9/19/2013	MO#13-03	Bike Lane on Akers btwn McKee-Wilson (I of II)	\$112,149	3	Billed \$69,749.24 October 24, 2014 Processed
Bakersfield	9/18/2014	MO#14-04	Bike Lane on Akers btwn McKee-Wilson (II of II)	\$111,051	2	Under Construction
Bakersfield	9/18/2014	MO#14-04	Bike Lane on Haggin Oaks from Ming to Camino Media	\$12,500	2	Under Construction
Bakersfield	9/18/2014	MO#14-04	SW bike lanes on Various Streets (I of III)	\$48,333	2	Under Construction
Bakersfield	9/18/2014	MO#14-04	Bike Lanes on Stockdale Highway from Renfro to Allen Road	\$25,100	2	Awarded
Bakersfield	9/18/2014	MO#14-04	Bike Lanes on Snow Road from Allen to Norris Road	\$25,200	2	Awarded
Bakersfield	9/18/2014	MO#14-04	Countdown heads at 50 locations (I of III)	\$79,060	3	Paid \$56,484.76 through April 28,2016
Bakersfield	8/20/2015	MO#15-04	Downtown Bicycle Parking	\$12,000	1	
Bakersfield	8/20/2015	MO#15-04	Build-a-Bike Program	\$1,000	1	
Bakersfield	8/20/2015	MO#15-04	SW bike lanes on Various Streets (II of III)	\$48,333	1	
Bakersfield	8/20/2015	MO#15-04	Countdown heads at 50 locations (II of III)	\$61,970	1	
Bakersfield	8/20/2015	MO#15-04	Brundage Lane Class III/"A"Street Class II	\$138,000	1	
Bakersfield	8/20/2015	MO#15-04	Kern River Bike Path Rehab: Buena Vista to Coffee (I of II)	\$55,737	1	
California City	9/20/07	MO#07-03	Bike Safety Program	\$1,000	1	
California City	10/15/09	MO#09-01	Hacienda Blvd Phase 1 (I of II)	\$0	3	Completed, Billing Paid \$132,082
California City	10/21/2010	MO#10-03	Hacienda Blvd Phase 1 (II of II)	\$0	3	Completed, Billing Paid \$132,082
California City	10/21/2010	MO#10-03	Hacienda Blvd Phase 2	\$0	3	Completed, Billing Paid \$175,000
				\$1,000		
Delano (No Projects)						
Kern County	9/15/2011	MO#11-01	West Side SR 184 Ped Path DiGiorgio to Collison (I of III)	\$87,000	2	Construction anticipated in Spring 2014
Kern County	9/20/2012	MO#12-03	Ped Improve on Niles from Virginia to Oswell (I of III)	\$51,862	1	Construction anticipated in Fall 2014
Kern County	9/20/2012	MO#12-03	Oak Creek Bikepath from Koch to Deaver (II of II)	\$0	3	Completed Pmt rec'd 8/24/2013 \$135,000
Kern County	9/20/2012	MO#12-03	West Side SR 184 Ped Path DiGiorgio to Collison (II of III)	\$87,000	2	Construction anticipated in Spring 2014
Kern County	9/19/2013	MO#13-03	West Side SR 184 Ped Path DiGiorgio to Collison (III of III)	\$87,000	2	Construction anticipated in Spring 2014
Kern County	9/19/2013	MO#13-03	Ped Improve on Niles from Virginia to Oswell (II of III)	\$146,507	2	Construction anticipated in Fall 2014
Kern County	9/19/2013	MO#13-03	Ped on Niles btwn Lynwood and Morning (I of II)	\$15,000	1	Construction anticipated in Fall 2014
Kern County	9/18/2014	MO#14-04	Ped on Niles btwn Lynwood and Morning (II of II)	\$100,000		
Kern County	9/18/2014	MO#14-04	Ped Improve on Niles from Virginia to Oswell (III of III)	\$146,507	1	
Kern County	8/20/2015	MO#15-04	Bicycle Parking	\$3,000	1	
Kern County	8/20/2015	MO#15-04	North Chester Ave Pedestrian Improvements	\$160,000	1	
Kern County	8/20/2015	MO#15-04	Niles Street Pedestrian Improvements	\$100,000	1	
Maricopa	9/15/2011	MO#11-01	Bike Safety Program	\$1,000	1	
McFarland	9/19/2013	MO#13-03	Bike Safety Projgram	\$1,000	3	Billed 923.99 September 24, 2014,

Transportation Development Act Article 3 Program

Project Status

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

Jurisdiction	Auth. Date	Auth Order	Project Name	Funding	Status Code
McFarland	9/19/2013	MO#13-03	Bicycle Parking	\$1,000	3 Billed \$995.16 September 24, 2014 In
McFarland	9/18/2014	MO#14-04	Bicycle Parking	\$1,000	1
McFarland	9/18/2014	MO#14-04	Bike Safety Program	\$1,000	1
McFarland	9/18/2014	MO#14-04	Bike lanes on Mast Street and on Taylor Street	\$24,150	1
McFarland	8/20/2015	MO#15-04	Bicycle Parking	\$1,000	1
McFarland	8/20/2015	MO#15-04	Bicycle Safety	\$1,000	1
Ridgecrest	9/20/2012	MO#12-03	Bowman Road Bikepath on Richmond (I of II)	\$106,275	2 Project going to design
Ridgecrest	9/19/2013	MO#13-03	Bowman Road Bikepath on Richmond (II of II)	\$156,109	2
Shafter	10/15/2009	MO#09-01	SR 43 Sidewalks from Meyer Ave to Tulare (I of III)	\$25,617	1 Awaiting funding phasing
Shafter	9/20/2012	MO#12-03	SR 43 Sidewalks from Meyer Ave to Tulare (II of III)	\$79,264	1 Awaiting funding phasing
Shafter	9/19/2013	MO#13-03	SR 43 Sidewalks from Meyer Ave to Tulare (III of III)	\$79,264	1
					Billed \$41,493.63 on May 31, 2012.
Taft	10/15/2009	MO#09-01	Sunset Railway Rails to Trails Phase 2 (I of III)	\$85,190	3 Completed Paid \$43,696.37 on March 21, 2016
Taft	10/21/2010	MO#10-03	Sunset Railway Rails to Trails Phase 2 (II of III)	\$139,716	3 Completed Paid \$139,716 on March 21, 2016
Taft	9/15/2011	MO#11-01	Bike Rack at Oil Monument	\$1,000	3 Completed
Taft	9/15/2011	MO#11-01	Sunset Railway Rails to Trails Phase 2 (III of III)	\$139,716	3 Completed Paid \$139,716 on March 21, 2016
Taft	9/19/2013	MO#13-03	Bike Rack	\$1,000	1
Tehachapi	10/15/2009	MO#09-01	Bicycle Parking Rack	\$1,000	3 Completed
Tehachapi	10/15/2009	MO#09-01	Bicycle Safety Program	\$1,000	3 Completed
Tehachapi	10/21/2010	MO#10-03	Bike Rack at Manzanita Park	\$1,000	3 Completed
Tehachapi	10/21/2010	MO#10-03	Davis Street Sidewalk	\$55,000	3 Completed
Tehachapi	9/20/2012	MO#12-03	Bicycle Master Plan Implementation Phase I	\$160,000	3 Completed
Tehachapi	9/20/2012	MO#12-03	Bicycle Safety Program	\$1,000	3 Completed
Tehachapi	9/20/2012	MO#12-03	Bicycle Parking Rack	\$1,000	3 Completed
Tehachapi	9/19/2013	MO#13-03	Bike Locker at airport	\$2,400	3 Completed
Tehachapi	9/18/2014	MO#14-04	Class I bikepath on N. Tehachapi Bvd from Hayes to E. of Stuber (I of III)	\$121,158	1
Tehachapi	8/20/2015	MO#15-04	Class I bikepath on N. Tehachapi Bvd from Hayes to E. of Stuber (II of III)	\$121,158	1
Wasco	9/15/2011	MO#11-01	Bike Safety Program	\$1,000	3 Partial Payment of \$497 on June 6,2014
Wasco	9/20/2012	MO#12-03	Pedestrian Improvements on 7th Street	\$23,507	3 Completed and paid.
Wasco	9/20/2012	MO#12-03	Bike Safety Program	\$1,000	1
Wasco	9/18/2014	MO#14-04	Bike Safety Program	\$1,000	1
Wasco	9/20/2015	MO#15-04	Bike Safety Program	\$1,000	1
Wasco	9/20/2015	MO#15-04	Bike Parking	\$3,000	1
Wasco	9/20/2015	MO#15-04	Griffith Ave Pedestrian Improvements (I of II)	\$39,204	1

Current as of May 26, 2016

# Local Highway Safety Improvement Program (HSIP) Cycle 8 Call for Projects

([http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply\\_nowHSIP.htm](http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_nowHSIP.htm))

**Announcement Date:** Monday, May 9, 2016

**Application Due Date:** Friday, August 12, 2016

**Call Size:** Approx. \$150 million of HSIP funds

**Number of Applications per Agency:** No limit

**Max. HSIP Funds per Agency:** \$10 million

**Max. HSIP Funds per Application:** \$10 million

**Minimum B/C required for an application to be considered in the selection process:** 3.5

On Monday, May 9, 2016, Caltrans Division of Local Assistance announced Cycle 8 Call for Projects for the Highway Safety Improvement Program (HSIP). This Call for Projects is targeted for approximately \$150 million of federal HSIP funds based on the estimated programming capacity in the FSTIP.

Agencies must submit applications to their respective [Caltrans District Office](#), with attention to the District Local Assistance Engineer (DLAE). Applications are due by **Friday, August 12, 2016**. Applications received or postmarked later than this deadline will not be accepted. Please also contact your DLAEs if you have any questions regarding this Call for Projects. For DLAE contact information, go to:

<http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

For program guidelines, application form and other useful documents, please follow the link on top.

## Cycle 8 specifics:

❖ UC Berkeley TIMS website will no longer be used for the Benefit/Cost Ratio (BCR) calculation. Instead, the BCR is calculated using Excel Benefit Calculator and Section IV of the application form. Please read through **Appendix A of the application form instructions** before you start any calculation.

### ❖ **Funding Set-asides:**

#### ○ Set-aside for guardrail upgrades:

\$20 million HSIP funds are set aside for guardrail upgrades and end treatments. Note this funding set-aside is for upgrades of existing guardrails, not for new guardrail installations. Bridge rail upgrades are not eligible as well. The maximum HSIP amount per agency from this set-aside is \$600,000.

#### ○ Set-aside for crosswalk enhancements at unsignalized locations and/or pedestrian countdown heads at signalized intersections:

\$10 million of HSIP funds are set aside for crosswalk enhancements at unsignalized locations and/or pedestrian countdown heads at signalized intersections. The maximum HSIP amount per agency from this set-aside is \$250,000.

For a proposed project competing for the set-asides, no Benefit/Cost Ratio (BCR) calculation is required.

For either of the above two set-asides, if the total requested funding statewide exceeds the set-aside amount, ranking of the applications will be based on the number of fatality and severe injury (F+SI) crashes and the (F+SI) rate within the applicant's jurisdiction from 1/1/2011 to 12/31/2013.

❖ Non-infrastructure (NI) elements are not eligible to be funded due to the changes in the new Fixing America's Surface Transportation (FAST) Act.

❖ If an agency has one or more active HSIP (including HR3) projects that are flagged for not meeting delivery milestones, Caltrans will not accept HSIP applications from that agency unless the flags have been resolved prior to the application due date. For delivery requirements and project delivery status, please go to [http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery\\_status.htm](http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm).



July 21, 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 H.  
CMAQ POLICY UPDATE – VERSION 2

DESCRIPTION:

The Kern COG Project Delivery Policy includes a section on the Congestion Mitigation/Air Quality Program (CMAQ) and will be updated in anticipation of a future CMAQ Call for Projects. The Transportation Technical Advisory Committee has reviewed this item.

DISCUSSION:

On April 21, 2016, the Kern Council of Governments Board of Directors approved the requested action of directing staff to move forward with updating the current Congestion Mitigation/Air Quality (CMAQ) Project Delivery Policy. Version 1 of the revised policy was distributed to TTAC prior to the May 4 TTAC meeting and the Kern COG Directors regularly scheduled monthly meeting of May 19. It was distributed to TTAC members for purposes of the June 1, 2016 Workshop along with comments from the City of Tehachapi. Kern COG staff provided responses to those comments and discussed them in detail at the June 1, 2016 Workshop. No additional comments have been received either in response to Version 2 of the policy or the updated Summary of Comments. At the July TTAC meeting, Kern COG staff presented a draft CMAQ application form to provide calculation assumptions, data, and formulas for emissions and benefit/cost data.

**CMAQ POLICY UPDATE – PROCESS TIMELINE**

<b>July 2016</b>	<b>Circulate the 2nd Draft CMAQ Project Delivery Policy as TTAC and TPPC items</b>
August 2016	Conduct CMAQ Policy Workshop to review requested changes – August 10 @ 10 AM
September 2016	Circulate the Final Draft CMAQ Project Delivery Policy as TTAC and TPPC items
October 2016	Request approval for CMAQ Project Delivery Policy as TTAC and TPPC Items

ACTION: Information.

Attachments: KCOG CMAQ Policy – Version 2  
KCOG CMAQ Workshop Flyer for August 10  
CMAQ Policy Update Record of Comments and Responses  
**NEW:** Draft revised CMAQ Application Form

## CMAQ POLICY UPDATE - RECORD OF COMMENTS AND RESPONSES

### CMAQ POLICY COMMENTS - APRIL 2016 TTAC AND TPPC AGENDA REPORTS – MAY 4, 2016

#### 1 General Comment: “Update the use of project type categories”

##### Kern COG Response

Category 1 - Public Transit Projects - We have no recommended changes to this category. We do recognize that there are challenges to transit related infrastructure ranking without the ability to calculate emission and cost benefits.

Category 2 - Alternative Fuels Vehicles and Partnership Program - we recommend the deletion of this category as currently presented. We recommend a revised version of Category 2 intended to capture cutting edge technologies for vehicle and fueling options. **See revised policy document version 1.**

Category 3 - Fueling Stations - we recommend the deletion of this category without a revision. Service stations do not compete well because emission benefits and cost benefit calculations are subjective at best. Fueling infrastructure may compete either in Category 2 or 5. **See revised policy document version 1.**

Category 4 - There were requests to open this category beyond the metropolitan Bakersfield area. This category accounts for a large part of the CMAQ funding formula due to Bakersfield's metropolitan area population and air quality non-attainment status. Kern COG staff does not recommend changes.

Category 5 - Discretionary Projects - Kern COG staff does not recommend changes to this category.

#### 2 General Comment: “Update appropriateness of funding natural gas technology”

##### Kern COG Response

Kern COG staff does not consider it appropriate to specify in policy which alternative fuel technologies are allowed because of the rapid changes in transportation technology. Instead, we recommend that the policy defer to state and federal guidance on the subject of appropriate and eligible technology. To maximize flexibility, Kern COG staff does recommend that this policy as a whole continue to require accuracy and clarity from project sponsors on project purpose and need descriptions as well as calculations for emissions benefits and cost benefits. However, it is at the Board's discretion to make decisions about what technologies should be considered most appropriate in this region.

#### 3 General Comment: “Update emissions calculation formulas to improve consistency”

##### Kern COG Response

Kern COG staff does not recommend changes to policy other than to add clarity and emphasis on the need to use the latest California Air Resources Board established calculation resources. We recommend adding an emphasis on the need to provide full disclosure of assumptions used, data for those assumptions, formulas used and calculations provided by the data and formulas. Perhaps the policy should restrict any calculation that cannot be replicated.

#### 4 General Comment: “Consider adding bike sharing into a program category”

##### Kern COG Response

Eligible CMAQ projects require an application process to allow the region to assess and prioritize which projects should receive funding. Ridesharing is the exception to that. Kern COG staff recommends that a bike sharing program should require an application as well and compete with other candidate projects. **See revised policy document version 1.**

#### 5 General Comment: “Consider consultant review vs. staff review of all applications”

We do not recommend using a consultant for the Call for Projects process; it is Kern COG staff's responsibility to review applications for CMAQ funding. A consultant will not have institutional knowledge of agency history or sensitivity to the challenges of developing consistent data for all submitted applications. Kern COG staff has demonstrated the ability to ensure consistency in calculations and data submitted in the most recent Call for Projects. Kern COG staff did an outstanding job to ensure that the best available data was used. A Consultant will not provide that level of effort.

## CMAQ POLICY UPDATE - RECORD OF COMMENTS AND RESPONSES

### CMAQ POLICY COMMENTS PROVIDED ON MAY 17, 2016 BY THE CITY OF TEHACHAPI

#### 1. Relating to the KCOG Staff 5/4/16 “Record of Comments and Responses”

1a. Comment 1, Category 3: What is the difference between “Fueling Stations” and “Fueling Infrastructure”? KCOG Staff points out that Fueling Stations do not commonly score well but the term Fueling Infrastructure seems really vague. What types of projects do you envision that will compete better?

**Kern COG Response:** Projects with a well-defined scope and connection to the fueling community will compete better as they will be more thought out and clear in their objectives. We think that upcoming technology and improved community support will define which infrastructure projects do well in this program. The language is not specific to maximize flexibility and opportunity for projects that can compete well and are fully supported by the agency and community.

1b. Comment 1, Category 4: I agree with the KCOG Staff position that it is reasonable to expect that a large portion of CMAQ funds would end up applied to the metro Bakersfield area due to their large population and severe non-attainment. That said, the projects being awarded for metro Bakersfield, have, in the past, not been very good examples of projects that reduce congestion and improve air quality. Instead, they have commonly been signals added to locations that do not warrant them for congestion reasons. Further, there are cases where money has gone to projects that may have actually increased congestion but were installed for traffic management / safety reasons. We would favor leaving this category alone subject to a more clear policy on eligibility and more consistent input and output in the applications (more later).

**Kern COG Response:** We disagree with your statement that the City has not delivered good CMAQ projects or that there are Bakersfield CMAQ projects that made things worse and not better. Those claims should be backed with an example.

1c. Comment 2: Agreed. The last sentence here is concerning though. Isn't the point of having a stated and written policy to limit vagueness and uncertainty? We do not dispute the Board's authority but as Staff and as a Committee to the Board, it is our job to hone in on good projects. The best way to do that is to have clear policies with limited opportunities for deviation. We recommend strong language in the policy that technologies that are not supported at the State and Federal level will not be funded. A strong policy will discourage applicants from applying for projects that do not meet the appropriate criteria. This will limit the Board's need to consider projects that, from a technical standpoint, should not be funded.

**Kern COG Response:** The Kern COG CMAQ policy provides a significant amount of language that describes projects that are eligible in the CMAQ program which is taken from federal guidance language. Additionally, we recommend that this policy as a whole continue to require accuracy and clarity **from project sponsors** on project purpose and need as well as calculations for emissions benefits and cost benefits. Kern COG staff supports maximizing regional flexibility in the guidance and improved clarity in the CMAQ applications. If the Board so chooses to specify which eligible projects it would prefer to regionally exclude from participation it can do so. Otherwise, it is up to lead agencies to communicate why their project should be considered.

1d. Comment 3: We would suggest a step further. We suggest a standard input form and standard output form. This may take some time to produce now but will save staff tons of time and headaches later. We think everyone should simply use the CARB Access Database forms without exception. In addition, every agency should fill out a one page form that lists the various input variables with a sentence on how they were selected and/or calculated. Staff should produce this form. Staff can then easily require modifications and it would make the review and ranking work much easier since it would be much more “apples-to-apples”.

**Kern COG Response:** We agree. While Kern COG staff should take the lead, we will request input from TTAC members.

1e. Comment 4: Bike sharing is an interesting business. I have not known many communities where those programs work. The ones that do are usually college communities.

**Kern COG Response:** Thank you for your comment.

1f. Comment 5: Agreed

**Kern COG Response:** Thank you for your comment.

## CMAQ POLICY UPDATE - RECORD OF COMMENTS AND RESPONSES

### CMAQ POLICY COMMENTS PROVIDED ON MAY 17, 2016 BY THE CITY OF TEHACHAPI - CONTINUED

#### 2. City of Tehachapi Comments/Suggestions:

2a. In order to avoid delays and complications, we recommend a 'no-tolerance' policy on late or incomplete applications. If a project is deemed ineligible, it should be dismissed with no recourse. The applicant should vet eligibility with KCOG Staff before the deadline if it is in question. Further, and in conjunction with Note 1.d above, if an applicant fails to complete the application in total, it should be disqualified. It is not KCOG Staff's job to refine applications. Obviously, very minor exceptions should be allowed.

**Kern COG Response:** Kern COG staff will continue to hold our agencies accountable for their work without a no-tolerance policy. Kern COG staff has been successful for many years in implementing the CMAQ program and serving the needs of our member agencies. It is a lot of work and takes experience and discernment. But it is in the interest of the region that Kern COG staff be allowed to do an initial review of all submitted applications prior to a peer review including consultation with the applicant. To the extent possible, Kern COG staff will strive to ensure that all applications receive a fair and equitable internal review before moving forward with ranking and programming.

2b. Similar to the TDA funds, we recommend a 40% maximum for any one agency. To say it another way, no single agency should receive more than 40% of the funds provided to the region in any one funding cycle. I suggest this for the reasons noted: 1) Making it a little less competitive and cut-throat. This gives the smaller agencies a shot at a project here and there but still affirms the ability for the large agencies (Bakersfield, GET, & KC) to get significant funds each cycle. 2) It will likely reduce the staff review workload. Last cycle saw 50 applications from KC. Theoretically, they may ratchet back their efforts to the more critical projects.

**Kern COG Response:** We disagree with this approach because the CMAQ program is competitive.

2c. There should be a point minimum for a project to be eligible in addition to the 4 purposed categories. This assures that grossly under-performing projects do not receive priority over comparatively good projects just because they are in a category that receives light competition. 25 points seems like a good number to us.

**Kern COG Response:** The competitive element of this policy provides self-regulating mechanism for each category as projects are ranked against each other by category. The policy current lists out several elements that are deal-breakers for a project. Usually, grossly under-performing projects do not get funded. Contingency projects might be an exception.

d. We suggest we re-visit the funding allocations per category. The new Category 4 should receive a greater percentage of the cycle's funds.

**Kern COG Response:** Kern COG staff makes a recommendation for funding targets by category at the beginning of the process and then adjustments are made during the ranking and programming phase.

#### 3. Policy Specific Comments:

3a. Page 5-11, Subsection "Alternative Fuels": Fuel system projects should have a committed pool of users. This description leaves it open for an agency to construct a system on the mere hope that others will use the fueling system. When the applicant produces emissions calculations, they should only include affirmed and committed values.

**Kern COG Response:** We agree.

3b. Page 5-25, Subsection "Timeframe": This section looks out of date. Does it need to be updated?

**Kern COG Response:** The timeframe may require revision so as not to be calendar specific.

3c. Page 5-27, Subsection "Emissions Estimates": The current policy already requires the use of the CARB methodology but does not require the applicant to use the actual CARB forms. This is where a specific require to use the CARB form should be inserted along with a specific requirement to clearly spell out input variables and the basis of the selection of those variables.

**Kern COG Response:** We agree.



# **CMAQ WORKSHOP**

Congestion Mitigation/Air Quality (CMAQ) Program  
**KCOG CMAQ Policy Update**

## **WORKSHOP 2**

**Wednesday, August 10, 2016**

**Time: 10:00 AM to 11:00 AM**

**Location: Kern COG Board Room**

**1401 19th St. Suite 300**

**Bakersfield, CA 93301**

TELECONFERENCE NUMBER: 1 (312) 757-3121

ACCESS CODE: 793-236-101

## **TOPICS FOR DISCUSSION**

KCOG CMAQ Policy

- Review Staff Revisions
- Discuss New Revisions
- Questions & Comments
- Remaining Schedule

Questions or comments?  
Please contact:

Joe Stramaglia  
jstramaglia@kerncog.org  
661-861-2191



**Kern Council  
of Governments**

## Congestion Mitigation and Air Quality (CMAQ) Program – Project Application

- (1) Is the project included in a local agency-adopted resolution supporting the project? YES / NO
- (2) Does the proposed project meet basic eligibility requirements? YES / NO
- (3) Project background and justification: Explain the project in terms of the existing infrastructure, its impact for service, safety or any other issue that is relevant to the project. (Attach to application.) If the project scope relates to fueling infrastructure please provide a 3-year fleet conversion plan.
- (4) Lead Agency: \_\_\_\_\_
- (5) Project Description: \_\_\_\_\_
- (6)
- |         | Funding Type | PE       | R/W      | Const.   | Total    |
|---------|--------------|----------|----------|----------|----------|
| Local   | _____        | \$ _____ | \$ _____ | \$ _____ | \$ _____ |
| Local   | _____        | \$ _____ | \$ _____ | \$ _____ | \$ _____ |
| State   | _____        | \$ _____ | \$ _____ | \$ _____ | \$ _____ |
| Federal | _____        | \$ _____ | \$ _____ | \$ _____ | \$ _____ |
| Total   | _____        | \$ _____ | \$ _____ | \$ _____ | \$ _____ |
- (7) Programming Year by Phase: PE: \_\_\_\_\_ R/W: \_\_\_\_\_ Const: \_\_\_\_\_
- (8) VMT Reduction (annual miles): \_\_\_\_\_
- (9) VOC Reduction (kg/day): \_\_\_\_\_ Additional documentation required. See instructions.
- (10) NOx Reduction (kg/day): \_\_\_\_\_ Additional documentation required. See instructions.
- (11) PM<sub>10</sub> Reduction (kg/day): \_\_\_\_\_ Additional documentation required. See instructions.
- (12) PM<sub>2.5</sub> Reduction (kg/day): \_\_\_\_\_ Additional documentation required. See instructions.
- (13) CO Reduction (kg/day): \_\_\_\_\_ Additional documentation required. See instructions.
- (14) Cost-Effectiveness (\$/lb): \_\_\_\_\_ Additional documentation required. See instructions.
- (15) Describe how the project provides the four Livability benefits; provide no more than half page per benefit.
- (16) Hwy Peak Period LOS Before Project (AM/PM average): \_\_\_\_\_
- (17) Hwy Peak period LOS After Project (AM/PM average): \_\_\_\_\_
- (18) Bikeway Peak Period LOS Before Project (AM/PM average): \_\_\_\_\_
- (19) Bikeway Peak period LOS After Project (AM/PM average): \_\_\_\_\_
- (20) Pedestrian Peak period LOS Before Project (AM/PM average): \_\_\_\_\_
- (21) Pedestrian Peak period LOS After Project (AM/PM average): \_\_\_\_\_
- (22) Existing Accident Rate: \_\_\_\_\_
- (23) Existing Fatality Rate: \_\_\_\_\_
- (24) After project Accident Rate: \_\_\_\_\_
- (25) After project Fatality Rate: \_\_\_\_\_
- (26) Avg. Accident Rate for similar facility: \_\_\_\_\_
- (27) Avg. Fatality Rate for a similar facility: \_\_\_\_\_
- (28) Is the project identified as a RACM/BACM? YES / NO

### Contact Information

Application completed by:	Phone Number:
Agency:	Fax Number:
Date Completed:	E-mail:
Address:	

Send completed application to: Kern Council of Governments - 1401 19th Street, Suite 300 - Bakersfield, CA 93301

## Congestion Mitigation and Air Quality (CMAQ) Program – Call for Projects

### PROJECT APPLICATION INSTRUCTIONS

1. Resolution requirement – All projects submitted for funding must be included in a local agency-adopted resolution where a commitment is made to fund and implement projects as described in applications. A sample resolution is presented in APPENDIX A.
2. Eligibility requirements – Chapter 5 of the Kern COG Project Delivery Policies and Procedures manual a series of information regarding eligible projects funded in the CMAQ program. Please review those eligibility guidelines. Should there be any question about project eligibility, Kern COG staff should be consulted prior to submittal.
3. Project background and justification - A purpose and need statement for the project, no longer than one page. It's meant to provide relevant information about the need for the project, recent history, safety issues, air quality benefits or any other information that relates the project to the agencies transportation goals, air quality commitments, etc.
4. Lead agency - The lead agency is the same agency that will be responsible for delivering the project. That agency will require a Master Agreement with Caltrans to participate in the federal-aid reimbursement process.
5. Project description – The project description should provide information related to the limits and length, intersection location, transit vehicle description in terms of passenger size and fuel/engine type, replacement stock or new service, and route/corridor service information.
6. Funding information – Funding type refers to revenue source description such as: general fund, impact fee, Transportation Development Act (TDA), etc. The funding chart is broken into local, state, and federal funding rows, by phase: PE is preliminary engineering; R/W is rights-of-way; and Const is construction. Transit projects may use the const. phase to indicate their amounts for capital costs. The Local match requirement for CMAQ funding is 11.47%. This is the minimum amount of local match required for a CMAQ project. Should your agency choose to increase the local match percentage in the proposed project, indicate that in the table as well. Federal-aid funding may be matched with local and state funds.
7. Programming year – Available federal fiscal years for programming of funds will be identified with each call for projects. The federal fiscal year begins October 1 each year and ends on September 30<sup>th</sup> of the following year. It is imperative that a project be initiated and obligated during the year in which it is programmed.
8. through 14. – [This item will require revision once the calculation guidance is fully developed.] Estimate Annual VMT reduced, emission reductions for PM<sub>10</sub>, PM<sub>2.5</sub>, CO, VOC, & NO<sub>x</sub>, and cost-effectiveness using the program

titled “Methods to Find the Cost Effectiveness of Funding Air Quality Projects”, General Methods Program (Microsoft Access), from the California Air Resources Board in Cooperation with Caltrans and CAPCOA, available at <http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>, or the updated version.

15. Describe whether and how the project provides the four listed benefits; provide no more than a half page response for each benefit. The four Livability benefits are: (1) Will enhance or reduce the average cost of user mobility through the creation of more convenient transportation options for travelers; (2) Will improve existing transportation choices by enhancing points of modal connectivity, increasing the number of modes accommodated on existing assets, or reducing congestion on existing modal assets; (3) Will improve travel between residential areas and commercial centers and jobs; (4) Will improve accessibility and transportation services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities, or make goods, commodities, and services more readily available to these groups.
16. through 21. – Provide peak period Level of Service (LOS) for intersection(s) and/or road segments within the project limits for existing conditions (Before LOS) and estimated LOS after project completion (After LOS). If applicable, provide Bikeway and/or Pedestrian LOS. If LOS varies within the project limits, provide a weighted average. LOS should be calculated using methods consistent with the Highway Capacity Manual available at <http://www.trb.org/Main/Blurbs/164718.aspx>.
22. through 27. – Provide: (1) the existing accident and fatality rates, the after accident & fatality rates (accidents/millions of vehicle miles (MVM); fatalities/MVM) for the road segment within the project limits using three years of accident data, and (2) the statewide average accident rate for a similar facility (from Caltrans TASAS database or local agency accident database).
26. Is the project identified as a RACM/BACM?

## **Congestion Mitigation and Air Quality (CMAQ) Program – Call for Projects**

### **PROJECT APPLICATION – EMISSION BENEFITS AND COST / BENEFIT RATIO CALCULATIONS**

The application shall provide the following information for each emissions benefit reported. This information may be submitted as a separate document and attached to the application along with other documentation. The Kern COG CMAQ Policy requires that calculations be consistently used for all applications. In order to assure this consistency, additional documentation is required to allow for verification of the methodology, data and output.

#### **EMISSIONS BENEFIT CALCULATIONS – SEE ITEMS 9 THROUGH 13 ON THE APPLICATION**

- The project scope should be described in terms of current conditions and conditions after the project is completed. This information should then support the technical assumptions for the project.
- Technical assumptions about the project should be provided in detail and include quantity and metrics for use in the emissions calculations. Information should be provided for the “before” scenario and “after” scenario.
- The emissions calculation formula used should be written out to facilitate verification and accuracy.
- References to emissions tables used should be provided as necessary to facilitate verification and accuracy.

#### **COST BENEFIT CALCULATION – SEE ITEM 14 ON THE APPLICATION**

Should there be an issue with finding an appropriate calculator for emissions benefits calculations or the cost benefit calculator, Kern COG staff should be consulted prior to the application deadline to allow for appropriate assistance to member agency staff. Kern COG staff should be able to verify output, the formula used and data used in order for the application to be ranked.

# Chapter 5

## Congestion Mitigation and Air Quality Program (CMAQ)

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### Background

The Congestion Mitigation and Air Quality (CMAQ) program was established by the Intermodal Surface Transportation Act of 1991 (1991 ISTEA, Public Law 102-240) and was continued by the Transportation Equity Act for the 21st Century (TEA-21, Public Law 105-178) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) under 23 U.S.C. 149. SAFETEA-LU was scheduled to expire on September 30, 2009, but was extended through September 30, 2012. On July 6, 2012, the “Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21)” was signed into law and continues the CMAQ program to fund projects likely to reduce air pollution. MAP-21 ~~provides~~provided funding over a two-year period starting October 1, 2012 (FY12-13) and ending September 30, 2014 (FY 13-14) followed by continuing resolutions. The CMAQ program is continued with the enactment of Fixing America’s Surface Transportation Act, or “FAST Act” which was signed into law on December 4, 2015. It is a 5-year transportation bill.

CMAQ funding can be used to maintain and improve the existing transportation system, expand the system to reduce congestion, and to establish programs and projects that will assist the region in reducing mobile emissions and help meet federal air quality standards. CMAQ funds are reimbursable federal aid funds, subject to the requirements of Title 23, United States code. Eligible costs for funds under these programs include preliminary engineering, right-of-way acquisition, capital costs, and construction costs associated with an eligible activity.

The purpose of developing this policy guidance, procedures and criteria to program CMAQ projects is to provide a consistent project development framework. It is used to develop a regionally balanced program of projects while building consensus among member agencies and the public throughout the planning process. Once locally approved, CMAQ projects must then be included in the Federal Transportation Improvement Program (FTIP) prior to reimbursement of federal funding. The federal-aid process to build transportation projects requires substantial effort from the lead agency to submit paperwork required to process a project once it's identified in the FTIP. Therefore, projects should be developed and incorporated into the FTIP in a timely manner so as to allow sufficient time to build-deliver them.

## Development Timeline

After funding allocations for CMAQ are determined by Caltrans, KCOG shall initiate a call for projects to develop projects for inclusion into the FTIP, either by amendment into a current FTIP or included as part of the development of a new FTIP. The Transportation Technical Advisory Committee (TTAC) meets monthly to review transportation items and recommend actions to the Transportation Planning Policy Committee (TPPC). Detailed below and in Figure 5-A on the next page is a list of events leading up to the programming of new CMAQ projects in the FTIP. The schedule reflects a 12-month time span from the call for projects to inclusion in the FTIP.

- KCOG shall first issue a “Call for Projects” announcement to the member agencies at the Transportation Technical Advisory Committee (TTAC) meeting and the Transportation Planning Policy Committee (TPPC) meeting. An application form and instructions giving specific information regarding what type of projects are eligible and application process information are distributed. Eligible applicants are organizations that have the ability to accept and account for federal funding. There is a date established as to when the applications must be returned to KCOG.
- ~~KCOG staff shall first evaluate the applications~~ for consistency and accuracy, and provide an initial ranking of projects. ~~KCOG shall create a subcommittee of TTAC volunteers to review and comment on submitted applications and initial ranking of projects.~~ The subcommittee shall be given the opportunity to ask questions of KCOG staff and project sponsors during the meeting for clarification and to discuss the merits of each application. TTAC members shall be invited to participate in a peer review assessment after initial review ~~and ranking~~ by KCOG

staff to ensure consistent review ~~and ranking~~ of submitted CMAQ applications.

- The initial assignment of points and ranking of projects shall occur after all questions by KCOG staff, TTAC members, the Board or the public are sufficiently addressed by the applicant in order for the ranking to have significant value.
- During the application review period, KCOG staff will ensure that calculations for emissions benefits and cost benefits are reviewed to ensure consistency and accuracy.
- 
- KCOG staff shall prepare a staff report detailing the findings of the subcommittee and suggesting the recommended course of action to the TTAC. Upon recommendation of the TTAC, the projects proposed for funding are forwarded to the TPPC. Upon the approval of the TPPC the matter is then referred to KCOG state and federal agencies for approval. This action financially constrains new projects to available regional funding levels, and allows KCOG to program a list of financially constrained projects in transportation improvement program documents.
- Eligibility of projects is subject to state and federal review.
- After the federal and state approval of the amended FTIP, the lead agencies may request authorization to proceed with design for the project if applicable (design is an eligible expense). Caltrans must review the draft design of the project; and a final plan is developed incorporating the comments and suggestions resulting from the review.
- After the final design plan is approved by Caltrans, the lead agency may then request authorization to proceed for project construction. After the authorization is received, the lead agency may then proceed with construction. In most cases, the project is “cost reimbursable”, meaning that the lead agency must initially finance the project (i.e. buy supplies, pay contractors) and then submit the expenses to Caltrans for reimbursement, upon approval of expenditures.
- When the project is completed, a Notice of Completion is filed with Caltrans. The project is field checked by staff and instructions to issue final payment are issued.
- These policies and procedures may be revised, updated, or otherwise modified at the discretion of the KCOG Board of Directors and through state and federal guidance.

Because CMAQ funds are federal funds, project sponsors must follow federal funding guidelines and environmental (NEPA) processes.

Figure 5-A: CMAQ Milestones for Project Submittal & Approval

CMAQ Milestones	
Month 1, Year 1	CMAQ Allocation estimates received from Caltrans;
Month 2, Year 1	KCOG: reveals the CMAQ apportionment amount(s) available for programming new projects; establishes percentage funding targets for the CMAQ programming categories; and requests approval of the call for projects timeline through the regular committee process.
Month 2, Year 1	Issue a call for projects (4 months);
Month 7, Year 1	Project submittal deadline;
Month 8, Year 2	Evaluate and rank applicable projects; Develop draft program of projects
Month 9 & 10, Year 2	TTAC Subcommittee shall review and comment on applications and initial rankings;
Month 11, Year 2	Draft program of projects is reviewed by TTAC;
Month 11, Year 2	Draft program of projects is reviewed by TPPC;
Month 12, Year 2	Request recommendation of approval by TTAC of Final List of Projects;
Month 12, Year 2	Request TPPC approval on Final List of Projects.
<i>Note: Additional cycles may be implemented at the discretion of Kern COG staff that follows the time frame as defined above. Even year = Year 1; Odd year = Year 2</i>	

## Programming Guidance

The following guidance shall direct the programming of available CMAQ funding over the course of ~~SAFETEA-LU and MAP-21~~ the FAST Act. The five categories listed in Figure 5-B provide guidance on project categories that will be identified for funding. Reasonably Available Control Measures (RACM) and Best Available Control Measures (BACM) projects are eligible under any category. ~~Category 2 will be used to implement a partnership program of projects outside the member agency circle.~~ Projects will compete within each category separately as recommended by KCOG staff and approved by the KCOG Board of Directors.

For all categories, lead agencies must demonstrate the ability to process projects in a timely manner so that funding is not lost to the Kern region due to delays or mismanagement. Air quality benefits of all projects or activities shall be quantified and documented before CMAQ funding is approved. Caltrans submits an annual report to FHWA covering all CMAQ obligations for the fiscal

year ending the previous September 30. This report documents how CMAQ funds were spent and what the air quality benefits are expected to be.

**Figure 5-B: CMAQ Programming Categories**

<b>CMAQ Programming Categories</b>	
<b>Category 1: Public Transit Projects</b>	<u>Eligible projects shall include but are not limited to transit stock and transit amenity improvements. A 3-year fleet conversion plan shall be required for alternative refueling infrastructure. Projects shall be distributed across: small urban areas; regional transit; and metropolitan transit.</u>
<b>Category 2: Alternative Fuel &amp; Infrastructure Projects</b>	<u>Eligible projects may include advanced clean engine technology for non-transit vehicles and refueling infrastructure. Refueling infrastructure projects shall require a 3-year fleet conversion plan outlining how the refueling project will either expand, replace or transition vehicle technology within the agency and identified committed partners, and how they will serve those vehicles during operational peak-periods and non-peak periods. The fleet conversion plan must be specific to the project location and surrounding need.</u>
<b>Category 3: Transportation System Management Projects</b>	<u>Eligible projects: Transportation System Management (TSM) projects shall include traffic signal interconnect projects, operational improvements and Traffic Operation Center projects in the metropolitan Bakersfield area.</u>
<b>Category 4: Discretionary Projects</b>	<u>Eligible projects: The Discretionary Projects Category may include projects such as dust mitigation reductions, non-motorized projects, safety / traffic flow projects, freight/goods movement projects, (Active) Transportation Demand Management, or TSM projects outside of the Metropolitan Bakersfield area that can demonstrate an air quality benefit to the non-attainment area.</u>

<b>CMAQ Programming Categories</b>	
<b>Category 1: Public Transit Projects</b>	<u>Eligible projects shall include but are not limited to rolling stock, transit shelters and signs. Projects shall be distributed by: small urban areas; regional transit; and metropolitan transit.</u>
<b>Category 2: Alternative Fuels Vehicle Projects (Partnership Program)</b>	<u>The cost differential of eligible projects shall include but are not limited to rolling stock; utility fleet vehicles; other maintenance utility vehicles such as delivery trucks using alternative fuel technology. An exception to this category is the replacement of diesel school buses 1988 or older with alternative fuel technology rolling stock; these projects shall be considered for up to 50% of the total cost.</u>

## Chapter 5: Congestion Mitigation & Air Quality Program (CMAQ)

<p><b>Category 3: Fueling Stations</b></p>	<p>Eligible projects shall include but are not limited to natural gas fueling stations or other alternative fueling facility. There shall be an emphasis on multiple agency and public access to these facilities. A regional project nominated by an agency or group outside the Kern COG member agencies must demonstrate local consensus or support by submitting a letter of support from appropriate member agencies.</p>
<p><b>Category 4: Transportation System Management Projects</b></p>	<p>Eligible projects (Transportation System Management Projects) shall include traffic signal interconnect projects in the metropolitan Bakersfield area; and Traffic Operation Center projects.</p>
<p><b>Category 5: Discretionary Projects</b></p>	<p>Eligible projects (Discretionary Projects) may include PM<sub>10</sub> reduction, non-motorized projects or safety / traffic flow projects, and freight/goods movement projects that can demonstrate an air quality benefit to the non-attainment area.</p>
<p><b>All Categories</b></p>	<p>All lead agencies must demonstrate the ability to process projects in a timely manner, so that funding is not lost to the Kern region due to delays or mismanagement.</p>

## Screening Criteria

Proposed CMAQ projects must meet all of the following screening requirements, where applicable. If a proposal meets all of the applicable criteria, it is eligible for prioritization; if not, it cannot be considered for funding.

- Project must be included in a local agency-adopted resolution stating financial support for the project.
- Project is eligible for CMAQ funding as defined by the latest federal transportation authorization bill and [federal](#) CMAQ Guidelines.
- Project applicant is either a public agency, i.e. city, county, special district, Caltrans, transit operator, transit authority, or a non-profit agency or group with the sponsorship of a public agency.
- Successful project applicants or their sponsors must have executed a master agreement with Caltrans in order to be authorized to expend funds for reimbursement under this program. Agencies without a master agreement will either need to obtain one or the sponsorship of an agency that does have one.
- Road projects must have a functional classification of urban collector, or major rural collectors or higher.
- CMAQ projects must demonstrate a tangible benefit to air quality. CMAQ funded projects are required to quantify or qualify their benefit as part of annual reporting requirements.
- The project must comply with the Americans ~~With~~With Disabilities Act (ADA) requirements.
- The project must be consistent with the currently approved Regional Transportation Plan.
- The applicant or their sponsor must have financial capacity to complete, operate and maintain the project.
- Funds required from other sources must reasonably expected to be available on the time frame needed to carry out the project.

\_\_\_\_\_

## Project Eligibility

The purpose of the CMAQ program is to fund transportation projects or programs that will improve safety, reduce congestion, and contribute to attainment of national ambient air quality standards with a focus on ozone, PM<sub>10</sub>, and their precursors, and precursors of carbon dioxide (CO<sub>2</sub>): PM<sub>2.5</sub>; volatile organic compounds (VOC); nitrogen oxides (NOx); and Carbon Monoxide. The CMAQ Program Eligibility Listing has been refined to provide local governments with greater flexibility in choosing the types of projects that will provide the "greatest air quality benefits" for their regions in order to meet national goals and standard.

A state or MPO may obligate CMAQ funds apportioned to it only for a transportation project or program:

- If the DOT in consultation with the EPA determines that the project or program is likely to contribute to the attainment of a national ambient air quality standard; or
- If the project or program is included in a State Implementation Plan (SIP) that has been approved pursuant to the Clean Air Act and the project will have air quality benefits; or
- The project or program is likely to contribute to the attainment of a national ambient air quality standard, whether through reductions in vehicle miles traveled, fuel consumption, or through other factors.

### **Transportation Activities**

Transportation activities from approved state SIPs for air quality should be given highest priority for CMAQ funding. The priority of CMAQ funded projects in the FTIP will be based on their air quality benefits.

### **Transportation Control Measures**

The fundable TCMs below are included in Section 108(f)(1) of the Clean Air Act and meet the transportation conformity rule's definition of a TCM (included in approved SIP):

- Programs for improved public transit;
- Restriction of certain roads or lanes to, or construction of such roads or lanes for use by passenger buses or high occupancy vehicles;
- Employer-based transportation management plans, including incentives;
- Trip-reduction ordinances;
- Traffic flow improvement programs that achieve emission reductions;

- Fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service;
- Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use;
- Programs for the provision of all forms of high-occupancy, shared-ride services;
- Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
- Programs to control extended idling of vehicles;
- Programs to reduce motor vehicle emissions, consistent with title II, which are caused by extreme cold start conditions;
- Employer-sponsored programs to permit flexible work schedules;
- Programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;
- Programs for new construction and major reconstructions of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest; and
- Programs to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.

□ ***Bicycle & Pedestrian Facilities & Programs***

Construction of bicycle and pedestrian facilities, non-construction projects related to safe bicycle use, and State bicycle/pedestrian coordinator positions for promoting and facilitating the increased use of non-motorized modes of transportation. This includes public education, promotional, and safety programs for using such facilities.

□ ***Management and Monitoring Systems***

Developing and establishing management systems for traffic congestion, public transportation facilities and equipment, and intermodal transportation facilities and systems, where it can be demonstrated that they are likely to contribute to the attainment of a National Ambient Air Quality Standard.

□ ***Traffic Management / Congestion Relief Strategies***

Capital and operating costs for traffic monitoring, management, and control facilities and programs, where it can be demonstrated that they are likely to contribute to the attainment of a National Ambient Air Quality Standard. In addition to traffic signal modernization projects destined to improve traffic flow within a corridor or throughout an area, CMAQ funding can also be utilized to support Intelligent Transportation Infrastructure (ITI) Traffic Management and Traveler Information Systems that may include: Regional Multi modal Traveler Information Centers; Traffic Signal Control Systems; Freeway Management Systems; Traffic Management Systems; Incident Management Programs; and Electronic fare Payment/Toll collection Systems. CMAQ program funds may not replace existing local and State Funds used for operating cost, but are intended to augment and reinforce new efforts. Operating costs are eligible only for a period of 2 years from inception. Operating costs for these services are eligible under RSTP.

### □ **Transit Projects**

Improved public transit is an eligible TCM. Transit improvements fall under three broad types of action: system/service expansion, operational improvements, and demand/market strategies. Emission reductions vary widely depending on project specifics as well as the existence of policies and actions that promote transit use, such as transit-supportive land use controls and single-occupant auto disincentives.

- **Transit facilities** - In general, capital costs of system/service expansion are eligible. Examples include new rail systems and extensions, new roadways or reserved lanes on existing roads for exclusive bus/HOV use, and capital costs of initiating commuter rail or ferry service. Enhancements such as new stations, new vehicles/equipment, terminals, transit malls, Intermodal transfer facilities, and track and signalization improvements are also eligible. If it is a reconstruction or rehabilitation project of an existing facility, it is not eligible. Park and ride facilities related to transit systems are eligible.
- **Transit vehicles and equipment** - One-for-one vehicle replacements of the existing bus or rail fleet are eligible because other new vehicles are generally more reliable, less polluting, and make transit a more attractive option. New buses are significantly cleaner than old with respect to PM10; thus justification is strong for using CMAQ funds for replacements in PM10 non-attainment areas like Kern County.
- **Transit associated development** - This includes various types of retail and other services located in or very close to transit facilities. They offer convenience for the transit patron but are not required for the functioning of the system. In general, transit-associated development is not eligible under the CMAQ Program. Child-care centers located adjacent to a major transit stop have been proposed in the past as beneficial to air quality. The type of use could now be funded as an experimental pilot project. Such type of uses could possibly help support mandated “Welfare to Work” Programs.

- **Transit Operations** - In limited cases, operating costs for new transit service are eligible. The main criterion is that it must be for new service, which supports a discrete, new project or program having documented air quality benefits. The funds cannot be used to replace existing funding sources or to further subsidize existing operations. Operating costs are eligible only for a 3-year start-up period. Examples of eligible costs include shuttle service feeding a station; circulator service within an activity center; fixed-route service linking activity center new transit service to a major employer in support of an employer trip reduction program; new bus service in a community that presently lacks adequate transit service; or new transit service initiated on a HOV facility. Service demonstrations will usually involve buses or vans since the service should be relatively low-cost and easily terminated if sufficient ridership is not achieved. In addition to operating assistance for new transit service, the CMAQ Guidance also allows partial short-term subsidies of transit/paratransit fares as a means of encouraging transit use. Proposals such as reduced fare programs during periods of elevated ozone levels (such as a spare the air day) and discounted transit passes targeted at specific groups or locations may now be eligible if these conditions are met.

### □ **Planning and Project Development Activities**

Project planning or other development activities that lead directly to construction of facilities or new services and programs with air quality benefits. Such as preliminary engineering or major investment studies for transportation /air quality projects, are eligible. This includes studies for the preparation of environmental or NEPA documents and related transportation/air quality project development activities. Project development studies include planning directly related to an event that air quality monitoring is necessary to determine the air quality impacts of a proposed project, which is eligible for CMAQ funding, the costs of that monitoring are also eligible. General planning activities, such as economic or demographic studies, that do not directly propose or support a transportation/air quality project are too far removed from project development to ensure any emission reductions and are not eligible for funding. Regional or area-wide air quality monitoring is not eligible because such projects do not themselves yield air quality improvements nor do they lead directly to projects that would yield air quality benefits.

### □ **Alternative Fuels**

In general, the conversion of individual, conventionally powered vehicles to alternative fuels is not eligible under CMAQ. However, the conversion or replacement of centrally fueled fleets to ~~alterative~~alternative fuels is eligible. The establishment of on-site fueling facilities and other infrastructure needed to fill alternative fueled vehicles are also eligible expenses. Although, if private fueling stations are reasonably accessible and convenient, then CMAQ funds may not be used. Interference with private enterprise is to be avoided and services should not be needlessly duplicated.

□ ***Telecommuting***

The CMAQ Program allows for the establishment of telecommuting programs. Planning, technical and feasibility studies, training, coordination, and promotion are eligible activities under CMAQ. Physical establishment of telecommuting centers, computer and office equipment purchases and related activities are not eligible. Such activities are not typically transportation projects and funding them would not meet current federal requirements.

□ ***Travel Demand Management***

Travel demand management encompasses a diverse set of activities ranging from traditional car pool and vanpool programs to more innovative parking management and road pricing measures. Eligible activities include: market research and planning in support of TDM implementation; capital expenses required to implement TDM measures; operating assistance to administer and manage TDM programs for up to 3 years; as well as marketing and public education efforts to support and bolster TDM measures.

□ ***Intermodal Freight***

CMAQ funds may be used for improved intermodal freight facilities where air quality benefits can be shown. Capital improvements as well as operating assistance meeting the conditions of this guidance are eligible. In that many intermodal freight facilities included private sector businesses, several of the proposals that have been funded nation-wide have been under public-private partnerships.

□ ***Public/Private Initiatives***

SAFETEA-LU provides greater access to CMAQ funds for projects that cooperatively implemented by public/private partnerships and/or non-profit entities. Proposed projects no longer have to be under the primary control of the cooperating public agency as under ISTEA; although, it is still the responsibility of the public agency to oversee and protect the investment of the Federal funds used by the partnership. Eligible activities include the following: ownership or operation of land, facilities or other physical management or operational duties associated with a project; and any other form of privately owned vehicles and fleets using alternative fuels to the incremental vehicle cost over a conventionally-fueled vehicle. Activities that are the mandated responsibility of the private sector under the Clean Air Act, such as vapor recovery systems at gas stations, are not eligible for CMAQ funding. Implementation of employer trip reduction programs is also a private responsibility, but general program assistance to employers to help them plan and promote these programs is eligible.

□ ***PM-10 Activities***

Projects and programs that reduce transportation generated PM10 emissions are eligible for CMAQ funding. Specifically projects qualifying as “control strategies” identified in the Air District’s PM10 Attainment Plan including the following: paving shoulders, shoulder stabilization, paving or stabilizing unpaved roads, and curbing.

□ ***Outreach Activities***

Outreach activities, such as public education on transportation and air quality, advertising of transportation alternatives to Single Occupancy Vehicle (SOV) travel, and technical assistance to employers or other outreach activities for Employee Commute Option program implementation are eligible for CMAQ funding. The previous policy limiting CMAQ funding for only a two-year period has been eliminated. Now, outreach activities may be funded under the CMAQ program for an indefinite period. Outreach activities may be employed for a wide variety of transportation services. They may equally affect new and existing transit, shared ride, traffic management and control, bicycle and pedestrian, and other transportation services.

□ ***Rideshare Programs***

Rideshare services consist of carpool and vanpool programs; important activities may include computer matching of individuals seeking to vanpool and employer outreach to establish rideshare programs. New or expanded rideshare programs, such as new locations for matching services, upgrades for computer matching software, etc. continue to be eligible and may be funded for an indefinite period of time. Vanpool programs are different from carpooling programs. Implementation of a vanpool operation entails purchasing vehicles and providing a transportation service. Proposals for vanpool activities must be for new or expanded service, subject to the 3-year limitation on operation costs.

□ ***Establishing/Contracting with TMA’s***

Transportation Management Associations (TMA’s) are comprised of private individuals or firms who organize to address the transportation issues in their immediate locale. Such Associations are currently eligible for CMAQ funding. Eligible expenses for reimbursement are associated start-up costs for up to 3 years. CMAQ requires that the TMA’s must be sponsored by a public agency, and the State is responsible for insuring that funds are appropriately used to meeting CMAQ program objectives. The TMA’s may play a role in brokering transportation services to private employers--such as: coordinating rideshare programs, provided shuttle services, and developing parking management programs, etc. Applications of these programs must specify program goals and deliverables.

□ ***Inspection/Maintenance Activities***

Emission Inspection/Maintenance (I/M) programs are eligible activities under CMAQ. I/M program funds can be provided for publicly owner I/M facilities-or at privately owned stations where a “public-private partnership” is created. Start-up costs and three years of operating expenses are eligible for CMAQ funds. The establishment of “portable” I/M programs is also eligible under the CMAQ program, provided that they are public services, contribute to emission reductions and do not conflict with statutory I/M requirements.

□ ***Experimental Pilot Projects/Innovative Financing***

States and local areas have long experimented with various types of transportation services, and different means of employing them in an effort to better meet the travel needs of their constituents. These “experimental” projects may not meet the precise eligibility criteria for Federal and State funding programs, but they may show promise in meeting the intended public purpose of those programs in an innovative way. The CMAQ provisions of TEA-21 allow experimentation provided that the project or program can reasonably be defined as a “transportation” project and that emission reductions can reasonably be expected “through reductions in vehicle miles traveled, fuel consumption, or through other factors.”

□ ***Fare/Fee Subsidy Program***

The CMAQ Program allows funding for partial user fare or fee subsidies in order to encourage greater use of alternative travel modes (e.g. carpool, vanpool, transit, bicycling and walking). CMAQ funds can be used to subsidize fares or fees if the reduced fare/fee is offered as a component of a comprehensive, targeted program to reduce SOV use. Other components of such a program would include public information and marketing of non-SOV alternatives, parking management measures, and better coordination of existing transportation services. The intent of federal policy on this is to focus on situations where alternative transportation modes are viable, but nonetheless, heavy reliance on single-occupant vehicles exists, such as at major employment or activity centers. Examples of fare-fee subsidy programs include the following: 1) discount transit fare through a cooperative arrangement between a transit operator and a major employer; 2) subsidize empty seats during the formation of a new vanpool; 3) reduce fees for shuttle services within a defined area, such as a flat-fare taxi program; or 4) provide financial incentives for carpooling, bicycling and walking in conjunction with a demand management program. An underlying tenet of this provision is to support experimentation but always with the goal of identifying projects that are viable without the short-term funding assistance provided by the CMAQ program. Thus, the subsidy must be used in conjunction with reasonable fares or fees to allow the greatest change of holding on the “trial” users. While the fare/fee subsidy program itself is not limited in time,

specific groups or locals targeted under the program must be rotated and the subsidized fare/fee must be limited to any one entity or location.

□ **Other Eligible Activities**

Innovative activities based on promising technologies and feasible approaches to improve air quality will also be considered for funding. This includes such ventures as new efforts to identify and prove the emissions of gross emitters, vanpooling programs, planning and development of parking management program, and preferential treatment for high-occupancy vehicles.

The eligible activities listed above are subject to federal interpretation and the latest CMAQ Guidance.

## Non-Eligible Projects

- General planning activities, even for conformity of implementation plan revisions, are not eligible for CMAQ funding.
- Routine maintenance projects are ineligible. Routine maintenance and rehabilitation on existing facilities maintains the existing levels of highway and transit service and, therefore, maintains existing ambient air quality levels rather than improving them.
- Funding for a project that will result in the construction of new capacity available to single-occupant vehicles unless the project consists of a high-occupancy vehicle facility available to single-occupant vehicles only at other than peak travel times.
- Planning activities/modal enhancements required for conformity findings.
- Preparation of Transportation Improvement Programs and plan development.
- Air quality monitoring systems.
- The use of funds for non-governmental partnerships on projects required under the Clean Air Act, the Energy Policy Act, or other federal laws.

## Ranking Criteria and Point System

CMAQ projects must first meet federal requirements, such as be on an eligible route, be an eligible type of project and, finally, meet air quality standards. CMAQ funds can be used for transit capital improvements, for high occupancy vehicle lanes, and to alleviate PM<sub>10</sub>. CMAQ funds may not be used for highway maintenance, transit-operating expenses or for capacity increasing lanes

available to single occupancy vehicles. Having met the above standards, the KCOG criteria for selecting CMAQ projects are listed in Figure 5-F (page 5-15) and Figure 5-G (page 5-16). Please note the criteria will not apply to all project types. For example, the safety criteria will not apply to most transit projects because the scoring is based on road safety data. This difference in total possible points between project types is resolved by having projects compete separately within Programming Categories presented in Figure B on page 5-4.

The air quality maps in Figures 5-C, 5-D, and 5-E on the next two pages are included to guide applicants in determining project eligibility, and to identify the air district for each project for scoring purposes.

Figure 5-C: Air Pollution Control Districts in the Kern Region

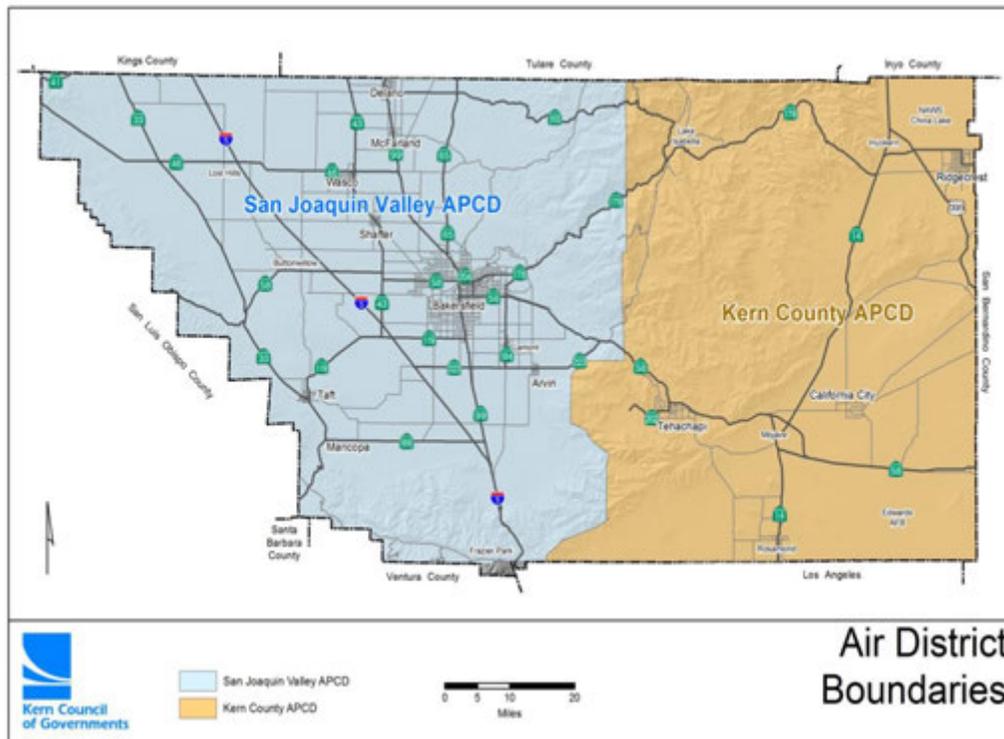


Figure 5-D: Ozone/Carbon Monoxide Planning Areas

Figure 2 – Ozone/Carbon Monoxide Planning Areas

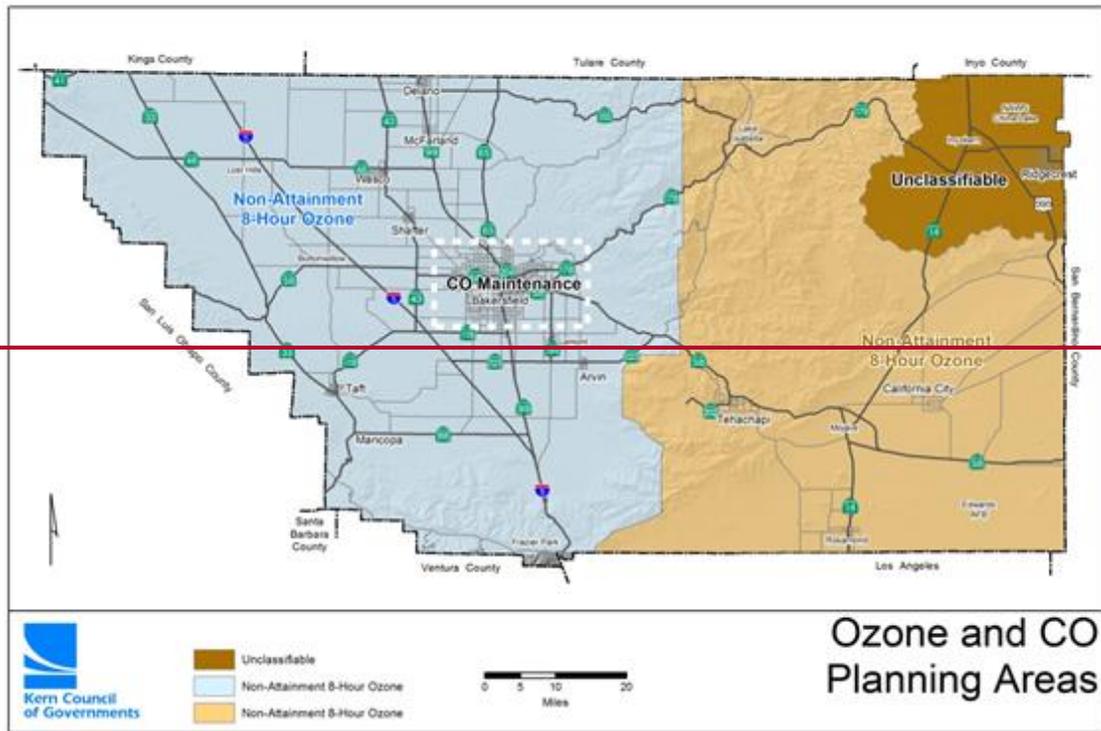
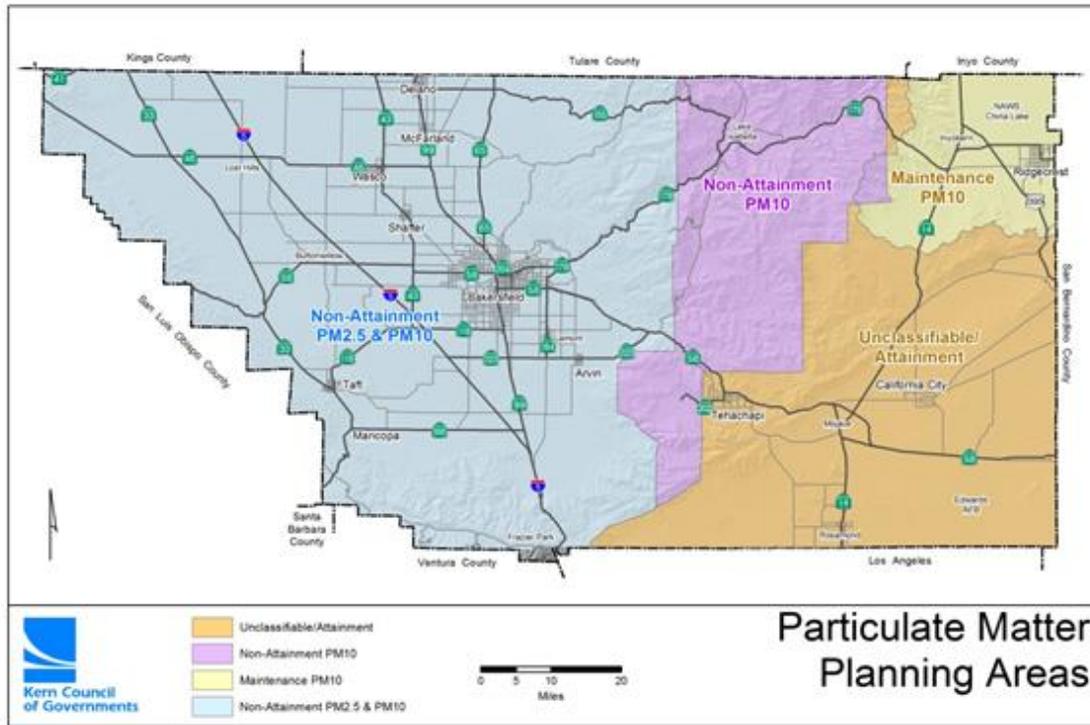


Figure 5-E: Particulate Matter Planning Areas

Figure 3 – Particulate Matter Planning Areas



**Figure 5-F: Ranking Criteria and Point System Summary**

Screening Criteria	YES / NO
Does the proposed project meet all of the CMAQ screening criteria listed on Page 5-5 of the KCOG Project Delivery Policies and Procedures manual?	<i>The project is not eligible if the answer is no.</i>
General Criteria	100
VMT Reduction*	15
Emissions Reduction*	15
BACM/RACM?*	5
Livability*	10
Congestion (LOS)*	25
Safety	15
Cost-Effectiveness	15
<b>Max 100 Points</b>	

Note: Projects compete separately within each of the five categories based on project type.

\*KCOG SCS framework-related metrics.

**LEVERAGING OF LOCAL MATCH**

KCOG staff shall note whether a project has included local match which exceeds the statutory requirement of 11.47% in most cases. Projects which indicate a 50% match or higher and less than 75% shall be considered only in the case of a tie-breaker situation during the financial constraint process in which two like projects also have the same number of points. Projects that demonstrate a local match of 75% or higher shall be awarded an extra 5 points for their project and will compete as normal. Again, if the project that is awarded the extra points ties with another project that does not have the extra match the project with the extra match will be selected. KCOG staff shall apply this option at their discretion during the financial constraint process.

**Figure 5-G: CMAQ Performance Measures and Ranking Criteria Detail**

General Criteria	
<b><u>VMT Reduction</u></b>	
Estimate the reduction in vehicle miles traveled (VMT) using the program titled “Methods to Find the Cost Effectiveness of Funding Air Quality Projects”, General Methods Program (Microsoft Access), from the California Air Resources Board in Cooperation with Caltrans and CAPCOA, available at <a href="http://www.arb.ca.gov/planning/tsaq/eval/eval.htm">http://www.arb.ca.gov/planning/tsaq/eval/eval.htm</a> , or the updated version.	
Note: projects are ranked relative to all other projects competing for funds.	
Ranking Criteria (projects are ranked relative to all other projects competing for funds)	Points

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Top 1/3 <sup>rd</sup> (68% - 100%) of projects with the highest VMT reduction	15
Middle 1/3 <sup>rd</sup> (34% - 67%) of projects with mid-range VMT reduction	12
Bottom 1/3 <sup>rd</sup> (1% - 33%) of projects with the lowest VMT reduction	8
No reduction	0

### Emissions Reduction

Estimate the reduction in emissions using the program titled “Methods to Find the Cost Effectiveness of Funding Air Quality Projects”, General Methods Program (Microsoft Access), from the California Air Resources Board in Cooperation with Caltrans and CAPCOA, available at <http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>, or the updated version.

Note: projects are ranked relative to all other projects competing for funds.

Emissions Reduction Ranking Criteria <sup>1</sup>				
Pollutant (kg/yr)	San Joaquin Valley Air Basin <sup>2</sup>	Kern River Valley Air Basin <sup>3</sup>	Mojave Air Basin <sup>4</sup>	Indian Wells Valley Air Basin <sup>5</sup>
<b>PM<sub>10</sub></b>	Top 90% - 100% = 5 Top 80% - 89% = 4 Top 70% - 79% = 3 Top 60% - 69% = 2 Top 50% - 59% = 1	Top 90% - 100% = 5 Top 80% - 89% = 4 Top 70% - 79% = 3 Top 60% - 69% = 2 Top 50% - 59% = 1	Top 90% - 100% = 5 Top 80% - 89% = 4 Top 70% - 79% = 3 Top 60% - 69% = 2 Top 50% - 59% = 1	Top 90% - 100% = 5 Top 80% - 89% = 4 Top 70% - 79% = 3 Top 60% - 69% = 2 Top 50% - 59% = 1
<b>VOC</b>	Top 90% - 100% = 4 Top 80% - 89% = 3 Top 70% - 79% = 2 Top 60% - 69% = 1	Top 90% - 100% = 4 Top 80% - 89% = 3 Top 70% - 79% = 2 Top 60% - 69% = 1	Top 90% - 100% = 4 Top 80% - 89% = 3 Top 70% - 79% = 2 Top 60% - 69% = 1	
<b>NO<sub>x</sub></b>	Top 90% - 100% = 3 Top 80% - 89% = 2 Top 70% - 79% = 1	Top 90% - 100% = 3 Top 80% - 89% = 2 Top 70% - 79% = 1	Top 90% - 100% = 3 Top 80% - 89% = 2 Top 70% - 79% = 1	
<b>PM<sub>2.5</sub></b>	Any reduction = 2			
<b>CO</b>	Any reduction = 1 <sup>6</sup>			
	<b>Max Points = 15</b>	<b>Max Points = 12</b>	<b>Max Points = 12</b>	<b>Max Points = 5</b>

<sup>1</sup> Note: Project eligibility is ultimately determined by FHWA through Caltrans Local Assistance when the project sponsor submits the Request for Authorization (E-76) to Caltrans to obligate the CMAQ funds. When CMAQ guidelines under MAP-21 are available, the KCOG CMAQ project selection process will be reviewed and updated as required.

<sup>2</sup> Classified non-attainment for four pollutants (PM<sub>10</sub>, Ozone, PM<sub>2.5</sub> & CO).

<sup>3</sup> Classified non-attainment for two pollutants (pollutants (PM<sub>10</sub>, Ozone)).

<sup>4</sup> Classified non-attainment for one pollutant (Ozone).

<sup>5</sup> Classified maintenance for one pollutant (PM<sub>10</sub>).

<sup>6</sup> Only applies to projects within the Bakersfield Metropolitan Area.

### Livability

Describe whether and how the project provides the four listed benefits; provide no more than a half page response for each benefit: (1) Will enhance or reduce the average cost of user mobility through the creation of more convenient transportation options for travelers; (2) Will improve existing transportation choices by enhancing points of modal connectivity, increasing the number of modes accommodated on existing assets, or reducing congestion on existing modal assets; (3) Will improve travel between residential areas and commercial centers and jobs; (4) Will improve accessibility and transportation services for economically

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disadvantaged populations, non-drivers, senior citizens, and persons with disabilities, or make goods, commodities, and services more readily available to these groups.

Ranking Criteria	Points
Project provides all four of the listed benefits	10
Project provides three of the listed benefits	7
Project provides two of the listed benefits	4
Project provides one of the listed benefits	1

**Congestion Relief**

Provide peak period Level of Service (LOS) for intersection(s) and/or road segments within the project limits for existing conditions (Before LOS) and estimated LOS after project completion (After LOS). If applicable, provide Bikeway and/or Pedestrian LOS. If LOS varies within the project limits, provide a weighted average. LOS should be calculated using methods consistent with the Highway Capacity Manual available at <http://www.trb.org/Main/Blurbs/164718.aspx>. Ranking criteria is summarized in the tables below.

**Highways**

(where bicycles and pedestrians are prohibited)

Points are awarded to projects based on the change in LOS before and after project completion using the table below.

		After LOS Hwy					
		A	B	C	D	E	F
Before LOS Hwy	A	0	0	0	0	0	0
	B	5	0	0	0	0	0
	C	10	5	0	0	0	0
	D	15	10	5	0	0	0
	E	20	15	10	5	0	0
	F	25	20	15	10	5	0

Max Points = 25

**OR**

(Next page)

**Highways & Bicycle Lanes**

(when bicycles are allowed on the highway but pedestrians are prohibited)

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Points are awarded to projects based on the change in LOS before and after project completion using the two tables below for highway and bikeway facilities.

		After LOS Hwy					
		A	B	C	D	E	F
Before LOS Hwy	A	0	0	0	0	0	0
	B	4	0	0	0	0	0
	C	8	4	0	0	0	0
	D	12	8	4	0	0	0
	E	16	12	8	4	0	0
	F	20	16	12	8	4	0

Plus Bikeway LOS:

		After LOS Bikeway					
		A	B	C	D	E	F
Before LOS Bikeway	A	0	0	0	0	0	0
	B	1	0	0	0	0	0
	C	2	1	0	0	0	0
	D	3	2	1	0	0	0
	E	4	3	2	1	0	0
	F	5	4	3	2	1	0

**Max Points Highway LOS (20 Points) + Bikeway LOS (5 Points) = 25**

**OR**

(Next page)

**Highways, Bicycle Lanes and Pedestrian Facilities**  
 (when bicycles and pedestrians are allowed on the highway)

**Chapter 5: Congestion Mitigation & Air Quality Program (CMAQ)**

Points are awarded to projects based on the change in LOS before and after project completion using the three tables below for highway, bikeway and pedestrian facilities respectively.

		After LOS Hwy					
		A	B	C	D	E	F
Before LOS Hwy	A	0	0	0	0	0	0
	B	3	0	0	0	0	0
	C	6	3	0	0	0	0
	D	9	6	3	0	0	0
	E	12	9	6	3	0	0
	F	15	12	9	6	3	0

Plus Bikeway LOS:

		After LOS Bikeway					
		A	B	C	D	E	F
Before LOS Bikeway	A	0	0	0	0	0	0
	B	1	0	0	0	0	0
	C	2	1	0	0	0	0
	D	3	2	1	0	0	0
	E	4	3	2	1	0	0
	F	5	4	3	2	1	0

Plus Pedestrian LOS:

		After LOS Pedestrian					
		A	B	C	D	E	F
Before LOS Pedestrian	A	0	0	0	0	0	0
	B	1	0	0	0	0	0
	C	2	1	0	0	0	0
	D	3	2	1	0	0	0
	E	4	3	2	1	0	0
	F	5	4	3	2	1	0

**Max Points Highway LOS (15 Points) + Bikeway LOS (5 Points) + Pedestrian LOS (5 Points) = 25**

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### **Safety**

Provide: (1) After project accident & fatality rates (accidents/millions of vehicle miles (MVM); fatalities/MVM) for the road segment within the project limits using three years of accident data, and (2) the statewide average accident rate for a similar facility (from Caltrans TASAS database or local agency accident database). Instructions for obtaining project accident and fatality rates are available on pages B-21 and B-22 of Appendix B.

Safety Ranking Criteria	Points
Is the existing Accident Rate higher than the average rate for a similar facility, <u>and</u> does the project reduce the Accident Rate to the average rate or lower?	If Yes      7 If No        0
Is the existing Fatality Rate higher than the average rate for a similar facility, <u>and</u> does the project reduce the Fatality Rate to the average rate or lower?	If Yes      8 If No        0
<b>Max Points = 15</b>	

### **Cost-Effectiveness**

Calculate cost-effectiveness using the program titled “Methods to Find the Cost Effectiveness of Funding Air Quality Projects”, General Methods Program (Microsoft Access), from the California Air Resources Board in Cooperation with Caltrans and CAPCOA, available at <http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>, or the updated version.

	Ranking Criteria	Points
Project does not exceed the Cost-Effectiveness Threshold		15
Project exceeds the Cost-Effectiveness Threshold by not more than 50%		10
Project exceeds the Cost-Effectiveness Threshold by not more than 100%		5

### **RACM/BACM**

Is the project identified as a RACM/BACM?

	Ranking Criteria	Points
	Yes	5
	No	0

## **CMAQ: LOCAL COST- EFFECTIVENESS POLICY**

The following three pages present the local cost-effectiveness policy adopted by Kern COG in September 2007.

### **Summary**

The Congestion Mitigation and Air Quality (CMAQ) program provides funding for transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards. The CMAQ program supports two important goals of the Department of Transportation: improving air quality and relieving congestion. SAFETEA-LU strengthens these goals by establishing priority consideration for cost-effective emission reduction and congestion mitigation activities. Exhibit A provides a summary of the policy for distributing at least 20% of the CMAQ funds to projects that meet a minimum cost-effectiveness threshold for emission reduction beginning in FY 2011. This policy will focus on achieving the most cost-effective emission reductions, while maintaining flexibility to meet local needs.

### **Estimates of Available Funds**

Caltrans Programming provides apportionment estimates to all regions of the state. The FTIP is currently developed for a four-year programming cycle; with each new FTIP document, Kern COG will use the Caltrans estimate to develop the available CMAQ funds over the four-year period. Kern COG commits to dedicate at least 20% (or insert larger percentage, if appropriate) of the total funding for the four-year period of each FTIP as part of the local cost-effectiveness CMAQ policy. For example, if an agency were estimated to receive \$20 million over a four-year period, it would allocate 20%, or \$4 million, of the CMAQ program to projects that meet a minimum cost-effectiveness.

The CMAQ allocation formula is currently based on population, ozone status, and carbon monoxide status. Revisions to the formula or updates to estimates may result in changes to available funds for the Kern COG CMAQ program; such updates will also affect the funds available for the local cost-effectiveness policy. CMAQ estimates may be revised at any time due to changes from Caltrans, Federal legislation, or classification of the air quality standards in the San Joaquin Valley.

### **Timeframe**

The local cost-effectiveness CMAQ policy is scheduled to be implemented in FY 2011 because the current federally approved 2007 Federal Transportation Improvements Programs (FTIPs) have committed CMAQ funds through FY 2009 and in some cases, regional commitments through FY 2010. In addition, the current CMAQ programming assists in implementing approved local RACM (Amended 2003 PM-10 Plan) that are committed through 2010.

The San Joaquin Valley Air Basin is currently classified as a serious ozone non-attainment area with an attainment deadline of 2013. As part of the 2007 Ozone plan, the Air District is requesting an “extreme” classification, which would delay the attainment deadline until 2023. If approved and assuming no change to the current funding formula, the MPOs may continue to receive CMAQ funding through that time (2023). The local cost-effectiveness CMAQ policy may remain in effect through 2023; however, continuation of the policy will be reviewed on a regular basis per the Policy Review section below.

### Local Allocation of Funds

The Federal Highway Administration (FHWA) released new CMAQ guidance based on SAFETEA-LU on October 31, 2006. The new legislation and guidance clarifies project eligibility, including advanced truck stop electrification systems and the purchase of diesel retrofits. SAFETEA-LU directs States and MPOs to give priority to diesel retrofits and to use cost-effective congestion mitigation activities that provide air quality benefits. Though SAFETEA-LU establishes these investment priorities, it also retains State and local agencies’ authority in project selection, meaning that changes to local procedures are not required by SAFETEA-LU. Kern COG has previously developed procedures for allocating CMAQ funds; the local cost-effectiveness CMAQ policy will be incorporated into existing procedures. Prioritization and funding of projects will continue to be based on criteria developed by Kern COG.

### Cost-Effectiveness Threshold

Cost-effectiveness is a key component of providing funding to projects that improve air quality and reduce congestion. The cost-effectiveness of an air quality project is based on the amount of pollution it eliminates for each dollar spent. Policies that focus on cost-effectiveness will result in the largest emission reductions for the lowest cost. Cost-effectiveness can be based on total project costs, including capital investments and operating costs. However, for the purposes of this policy, cost-effectiveness is based on CMAQ funding dollars only.

In the state of California, the Air Resources Board (ARB) provides funding for air quality improvement projects through the Carl Moyer Program, which requires that heavy-duty vehicle projects meet a cost-effectiveness threshold. The San Joaquin Valley Air Pollution Control District (SJVAPCD) also uses cost-effectiveness thresholds for projects funded through the REMOVE II and Heavy-duty Incentive Programs. However, there is currently no minimum cost-effectiveness established for the CMAQ program, and according to recent studies, the numbers vary widely across the country and by project type.

Prior to allocation of CMAQ funds for the local cost-effectiveness policy with each FTIP, the SJV MPOs in consultation with the interagency consultation (IAC) partners will develop the minimum cost-effectiveness threshold. While other criteria may be developed at the discretion of Kern Council of Governments, all projects funded by the 20% of CMAQ dollars related to the local cost-effectiveness CMAQ policy must meet that minimum threshold.

## Expenditure of Funds under the Local Cost-Effectiveness Policy

Kern COG will make every effort to expend the minimum 20% funding for the cost-effective projects as soon as possible beginning in FY 2011. However, recognizing that there are additional issues related to project delivery and financial constraint, Kern COG will be allowed to meet the 20% funding over the course of the FTIP, beginning with the 2008 FTIP and each new FTIP thereafter. For example, if the four-year estimate is \$4 million in one year, or other combination of funding.

Project eligibility will continue to be based on federal CMAQ guidance. MPOs can continue to fund projects within the local jurisdictions, or contribute funding to the SJVAPCD air quality grant incentive programs to meet their cost-effectiveness threshold requirements.

## Emissions Estimates

CMAQ projects must demonstrate an air quality benefit, and the expected emissions reductions will continue to be estimated with the most recent methodology. As of 2007, the ARB “Methods to Find the Cost-Effectiveness of Funding Air Quality Projects” released in 2005 is the appropriate methodology. If necessary, interagency consultation will be used to reach agreement on the methodology for future estimates. Emission benefits and cost-effectiveness calculations will continue to be based on the applicable pollutants for the region, including nitrogen oxides (NOx), volatile organic compounds (VOC), particulate matter (PM) and carbon monoxide (CO).

## Reporting Requirements

Tracking of the CMAQ policy will be achieved through several methods. MPOs must develop annual reports for Caltrans and FHWA that specify how CMAQ funds have been spent and the expected air quality benefits. This report is due by the first day of February following the end of the previous Federal fiscal year (September 30) and covers all CMAQ obligations for that fiscal year. As has been the practice of several MPOs, a copy of the CMAQ annual report will also be submitted to the Air District for information purposes. Each MPO will also post information related to the implementation of the local cost-effectiveness CMAQ policy on its website.

## Policy Review

Due to changes in project costs and technology over time, the MPOs will revisit the minimum cost-effectiveness threshold, as well as policy feasibility, at least once every four years prior to

## Chapter 5: Congestion Mitigation & Air Quality Program (CMAQ)

FTIP development. A periodic review of the policy is necessary due to potential changes in federal transportation legislation, apportionments, and project eligibility. This policy will only affect 20% of the allocated federal CMAQ funds, and does not imply changes to other funding programs. Should future transportation legislation not include CMAQ funding, this policy will no longer be in effect.

## Example Schedule

The following is an example schedule of the policy implementation and updates. This information is only representative of the general approach and specific schedules will be developed in the future (annual reports will continue to be prepared and submitted as required).

Example Schedule	
<b>Summer 2008</b>	Develop cost-effectiveness threshold through interagency consultation
<b>Fall 2008</b>	Identify funding available in the 2008 FTIP related to the 20% local cost-effectiveness policy
<b>Spring 2009</b>	Implement call for projects – Quantify, rank, and select CMAQ projects
<b>Summer 2009</b>	Approve Amendment to 2008 FTIP
<b>Summer 2011</b>	Review policy feasibility. If policy is continued, proceed with following steps. Update cost-effectiveness threshold through interagency consultation
<b>Fall 2011</b>	Identify funding available in the 2012 FTIP related to the 20% local cost-effectiveness policy
<b>Spring 2012</b>	Implement call for projects – Quantify, rank, and select CMAQ projects
<b>Summer 2012</b>	Approve 2012 FTIP



# IV. I. TPPC

July 21, 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 I.  
PROGRESS REPORT: PROJECTS OF REGIONAL SIGNIFICANCE – JULY 2016

DESCRIPTION:

The July 2016 Edition of the Kern COG Progress Report for Projects of Regional Significance is now available at [http://www.kerncog.org/images/docs/Progress\\_Report\\_201607.pdf](http://www.kerncog.org/images/docs/Progress_Report_201607.pdf).

DISCUSSION:

Kern COG staff received updates from project managers in June and July of 2016 which were incorporated into the July 2016 Edition of the Progress Report for Projects of Regional Significance. This report is updated quarterly and is provided for general information to this Board and the general public through the Kern COG website. These projects are funded through a combination of local, state and federal transportation programs. These projects add new lanes to existing streets and highways, construct new roadways and maintain the state infrastructure and roadways. Cost estimates provided in the report include estimates for construction; rights-of-way, design and support. Kern COG staff may be contacted for further information. The report is available at: [http://www.kerncog.org/images/docs/Progress\\_Report\\_201674.pdf](http://www.kerncog.org/images/docs/Progress_Report_201674.pdf).

ACTION: Information.



Rosedale Highway facing east— December 2015

## Kern Council of Governments

# Progress Report for Projects of Regional Significance

## JULY 2016 EDITION

**This report is updated quarterly  
and posted on the Kern COG  
website at [www.kerncog.org](http://www.kerncog.org)**

### What's Inside?

#### Status Information on:

Constructed Projects

Safety & Maintenance

New Construction

Metro. Bakersfield Projects

Projects throughout County



Questions or comments?

Please contact:

Joe Stramaglia  
[jstramaglia@kerncog.org](mailto:jstramaglia@kerncog.org)  
661-861-2191



#### **THANK YOU...**

*to our Caltrans and local  
project managers and  
planning staff who  
contribute to this report.*

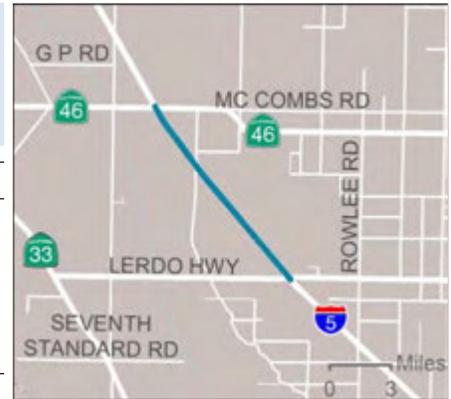


**Kern Council  
of Governments**

# PROGRESS REPORT FOR PROJECTS OF REGIONAL SIGNIFICANCE - JULY 2016

## Countywide - Highway Safety and Maintenance

I-5 - PM 62.5 / 73.1 -From Lerdo Overcrossing to Route 5/46 Separation - Replace PCC Panels, Grind Concrete Pavement & Crack Seal AC Shoulders



**PROJECT COST:** \$40,732,000 Cost estimates are subject to revision.

**ENV** 100% Completed: Completed October 2011  
**DES** 100% Completed: Completed September 2014  
**ROW** 100% Completed: Completed September 2014  
**CON** 60% Completed: Completion Expected by Summer 2017

KERSHOPP1414 - 06-0P140\_ - Project Manager: Paul Pineda

I-5 - PM 36.1 / 41.2 - Kern County - Buena Vista Canal Road to SR 5/43 Separation Bridge - install median barrier

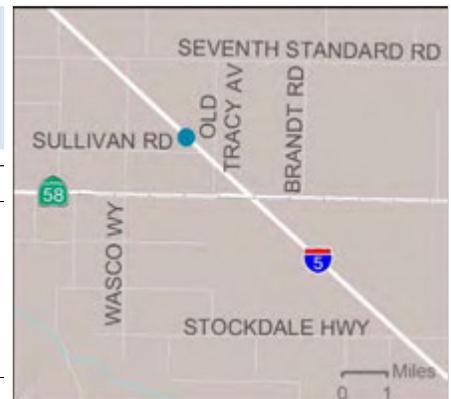


**PROJECT COST:** \$1,800,000 Cost estimates are subject to revision.

**ENV** 100% Completed: Completed February 2015  
**DES** 90% Completed: Expected Completion date is early 2016  
**ROW** 100% Completed: Expected Completed January 2016  
**CON** 0% Completed: Expected Completion date November 2016

KERSHOPP1427 - 06-0S650\_ - Project Manager: Judy Aguilar

I-5 - PM 54.1 - Buttonwillow - Safety Roadside Rest Area - Upgrade Water and Waste Water Systems

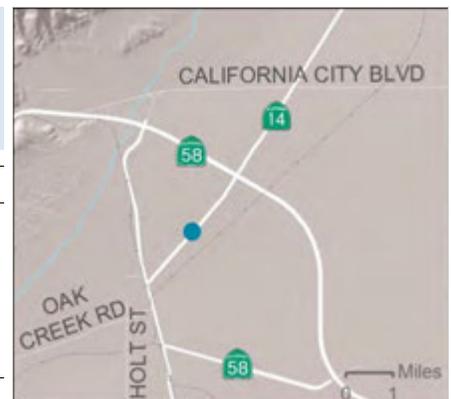


**PROJECT COST:** \$2,000,000 Cost estimates are subject to revision.

**ENV** 100% Completed: Completed May 2016  
**DES** 40% Completed: Expected Completion date February 2017  
**ROW** 0% Completed: Expected Completion date February 2017  
**CON** 0% Completed: Expected Completion date December 2018

KERSHOPP1425 - 06-0Q620\_ - Project Manager: Paul Pineda

SR 14 - PM 16.6 - Mojave - Mojave Maintenance Station (L5713) construct crew facility



**PROJECT COST:** \$1,417,000 Cost estimates are subject to revision.

**ENV** 100% Completed: Completed  
**DES** 80% Completed: Expected Completion Fall 2017  
**ROW** 100% Completed: Completed February 2015  
**CON** 0% Completed: Expected Completion Summer 2019

KERSHOPP1435 - 06-0R060\_ - Project Manager: Minerva Rodriguez

# PROGRESS REPORT FOR PROJECTS OF REGIONAL SIGNIFICANCE - JULY 2016

## Countywide - Highway Safety and Maintenance

SR 43 - PM 16.1 / 25.1 - In The Cities of Shafter and Wasco – ADA Curb Ramps



**PROJECT COST:** \$1,400,000 Cost estimates are subject to revision.

**ENV** 100% Completed: Completed

**DES** 100% Completed: Completed May 2016

**ROW** 90% Completed: Expected Completion Spring 2016

**CON** 0% Completed: Expected Completion Summer 2017

KERSHOPP1415 - 06-0P270\_ - Project Manager: Chris Gardner

SR 43 - PM 0.1 / 0.4 - Bakersfield - SR 43/119 Intersection Improvements



**PROJECT COST:** \$7,200,000 Cost estimates are subject to revision.

**ENV** 100% Completed: Completed October 2015

**DES** 0% Completed: Expected Completion January 2018

**ROW** 0% Completed: Expected Completion January 2018

**CON** 0% Completed: Expected Completion September 2018

KERSHOPP1426 - 06-0P900\_ - Project Manager: Jeannie Wiley

SR 46 - PM 57.5 / 57.8 – Near Wasco - At SR 46/99 Separation - Bridge Replacement



**PROJECT COST:** \$17,000,000 Cost estimates are subject to revision.

**ENV** 100% Completed: Completed September 2014

**DES** 95% Completed: Expected Completion by Summer 2016

**ROW** 70% Completed: Expected Completion by Summer 2016

**CON** 0% Completed: Expected Completion by Fall 2019

KERSHOPP1405 - 06-0K460\_ - Project Manager: Chris Gardner

SR 58 - R99.3 / R99.7 - East Bound Sand Canyon Bridge / Bridge Replacement



**PROJECT COST:** \$8,422,000 Cost estimates are subject to revision.

**ENV** 100% Completed: Completed in October 2011

**DES** 100% Completed: Completed Summer 2015

**ROW** 100% Completed: Completed October 2014

**CON** 95% Completed: Expected Completion by Summer 2016

KERSHOPP1409 - 06-0M2604 - Project Manager: Minerva Rodriguez

**PROGRESS REPORT FOR PROJECTS OF REGIONAL SIGNIFICANCE - JULY 2016**

**Countywide - Highway Safety and Maintenance**

SR 58 - PM R94.1 - Tehachapi - Near Tehachapi at Summit Overhead - Replace Bridge Rails



**PROJECT COST:** \$1,425,000 Cost estimates are subject to revision.

- ENV** 100% Completed: Completed
- DES** 30% Completed: Expected Completion Date Fall 2018
- ROW** 25% Completed: Expected Completion Date March 2018
- CON** 0% Completed: Expected Completion Date July 2019

KERSHOPP1422 - 06-0Q180\_ - Project Manager: Minerva Rodriguez

SR 58 - PM R99.0 / R100 - Tehachapi - About 8 miles east of Tehachapi from Sand Canyon Overhead to 0.5 miles east of Cache Creek (BR# 50-346 L/R) - replace bridges



**PROJECT COST:** \$21,000,000 Cost estimates are subject to revision.

- ENV** 100% Completed: Expected Completion Date July 2015
- DES** 30% Completed: Expected Completion Date September 2018
- ROW** 20% Completed: Expected Completion January 2018
- CON** 0% Completed: Expected Completion Date March 2020

KERSHOPP1423 - 06-0Q190\_ - Project Manager: Minerva Rodriguez

SR 58 - PM T52.1 / R52.3 - In Bakersfield - SR 58/99 Separation to Real Road - Install temporary K-Rail and Friction Treatment



**PROJECT COST:** \$544,000 Cost estimates are subject to revision.

- ENV** 100% Completed: Completed July 2014
- DES** 100% Completed: Completed January 2016
- ROW** 100% Completed: Completed January 2015
- CON** 0% Completed: Expected Completion November 2016

KERSHOPP1424 - 06-0R020\_ - Project Manager: Paul Pineda

SR 58 - PM 136.0 / 143.8 - Near Boron - From 0.4 miles west of West Boron overcrossing to San Bernardino County Line - Rubberized Asphalt Concrete Overlay



**PROJECT COST:** \$5,200,000 Cost estimates are subject to revision.

- ENV** 100% Completed: Completed December 2014
- DES** 100% Completed: Expected Completion Date Spring 2015
- ROW** 100% Completed: Completed March 2015
- CON** 30% Completed: Expected Completion Date September 2016

KERSHOPP1430 - 06-0S280\_ - Project Manager: Emad Abi-Rached

# PROGRESS REPORT FOR PROJECTS OF REGIONAL SIGNIFICANCE - JULY 2016

## Countywide - Highway Safety and Maintenance

SR 58 - PM R52.7 / R55.5 - Bakersfield - SR 58/99 Separation to Cottonwood Road - Roadway Rehabilitation



**PROJECT COST:** \$21,325,000 Cost estimates are subject to revision.

**ENV 100%** Completed: Completed

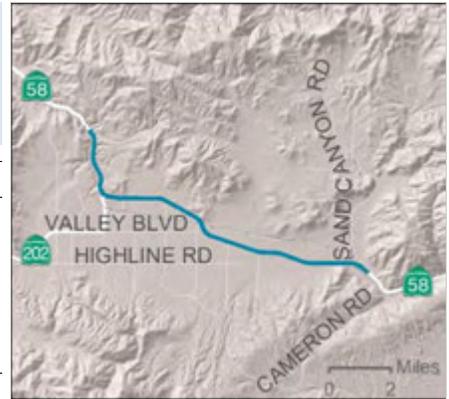
**DES 100%** Completed: Completed April 2016

**ROW 100%** Completed: Completed April 2016

**CON 0%** Completed: Expected Start Date Summer 2018

KERSHOPP1434 - 06-0G851\_ - Project Manager: Minerva Rodriguez

SR 58 - PM R88.5 / R99.8 - Near Tehachapi - Pavement Preservation (CAPM)



**PROJECT COST:** \$18,500,000 Cost estimates are subject to revision.

**ENV 100%** Completed: Completed

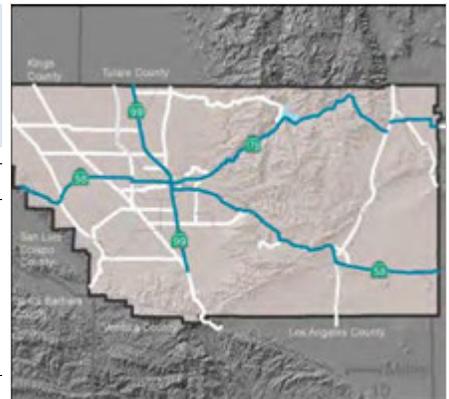
**DES 100%** Completed: Expected Completion Date Fall 2015

**ROW 100%** Completed: Completed January 2015

**CON 10%** Completed: Expected Completion Date Summer 2017

KERSHOPP1429 - 06-0R150\_ - Project Manager: Minerva Rodriguez

SR 58, 99, 178 - PM 0 - Upgrade Sign Panels at Various Locations on SR 58, 99 and 178



**PROJECT COST:** \$3,265,000 Cost estimates are subject to revision.

**ENV 100%** Completed:

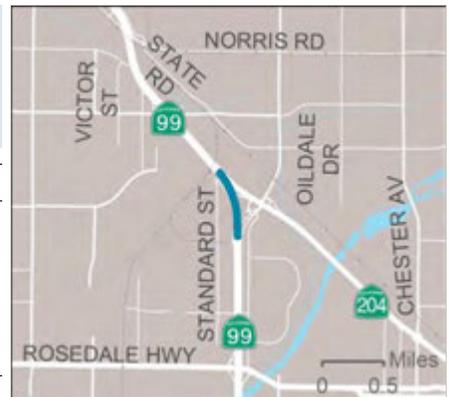
**DES 100%** Completed: Completed Spring 2015

**ROW 100%** Completed: Completed Spring 2015

**CON 90%** Completed: Expected Completion July 2016

KERSHOPP1433 - 06-0S750\_ - Project Manager: Emad Abi-Rached

SR 99 - PM 26.7 – Bakersfield - Airport Drive Overcrossing and Golden State Avenue Separation - Seismic Restoration



**PROJECT COST:** \$10,139,000 Cost estimates are subject to revision.

**ENV 100%** Completed: Completed

**DES 100%** Completed: Completed May 2016

**ROW 100%** Completed: Completed May 2016

**CON 0%** Completed: Completion Expected by Fall 2018

KERSHOPP1406 - 06-0K810\_ - Project Manager: Judy Aguilar

# PROGRESS REPORT FOR PROJECTS OF REGIONAL SIGNIFICANCE - JULY 2016

## Countywide - Highway Safety and Maintenance

SR 99 - PM 49.6 – McFarland - At Kern Avenue Pedestrian Overcrossing on SR 99- ADA Compliance Upgrades



**PROJECT COST:** \$4,000,000 Cost estimates are subject to revision.

**ENV** 100% Completed: Completed

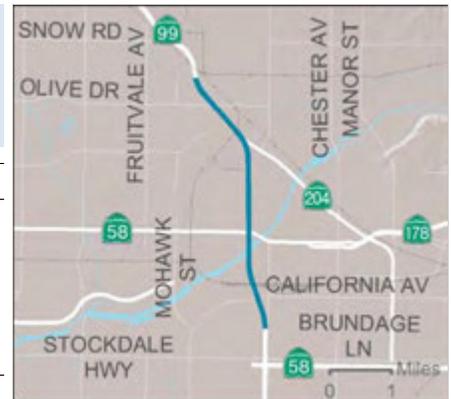
**DES** 98% Completed: Completion Expected by Summer 2016

**ROW** 100% Completed: Completed May 2016

**CON** 0% Completed: Completion Expected by Summer 2017

KERSHOPP1403B - 06-0H642 - Project Manager: Paul Pineda

SR 99 - PM 24.1 / 28.4 - Bakersfield - Palm Avenue Overcrossing to Beardsley Canal - Roadway Rehabilitation



**PROJECT COST:** \$45,200,000 Cost estimates are subject to revision.

**ENV** 80% Completed: Expected Completion Date August 2016

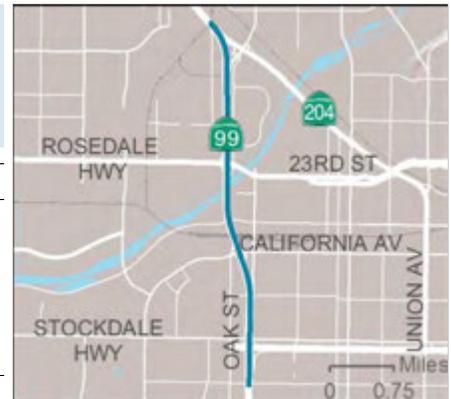
**DES** 0% Completed: Expected Completion Date December 2017

**ROW** 0% Completed: Expected Completion Date March 2017

**CON** 0% Completed: Expected Completion Date March 2019

KERSHOPP1432 - 06-0Q280\_ - Project Manager: Paul Pineda

SR 99 - PM 23.1 / 27.3 - Near Bakersfield, from Belle Terrace to Minkler Underpass Bridge No. 50-049.install highway lighting



**PROJECT COST:** \$3,976,000 Cost estimates are subject to revision.

**ENV** 100% Completed: Completed

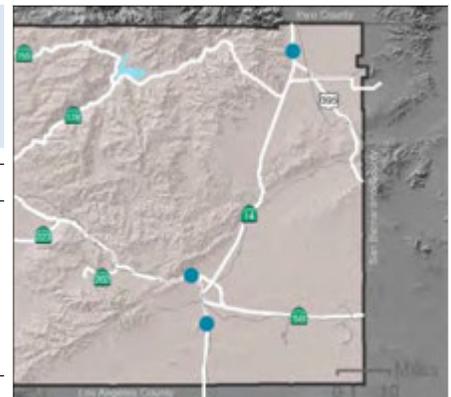
**DES** 5% Completed: Expected completion date is mid-2017

**ROW** 15% Completed: Expected completion by Mid-2017

**CON** 0% Completed: Expected Start date is Mid-2017

KERSHOPP120202A - 06-0S450 - Project Manager: Paul Pineda

SR 14, 58 and US 395: At Various Locations - install changeable message signs at four locations, southbound on US 395, eastbound on SR 58 and northbound on SR 14.



**PROJECT COST:** \$2,078,000 Cost estimates are subject to revision.

**ENV** 100% Completed: Completed December 2014

**DES** 100% Completed: Completed March 2012

**ROW** 100% Completed: Completed December 2014

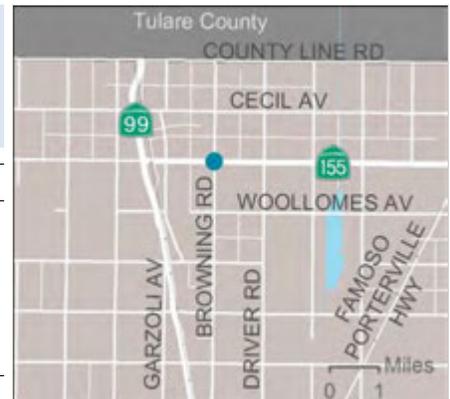
**CON** 5% Completed: Completion expected by December 2016

KERSHOPP1437 - 09-36450 - Project Manager: Brian McElwain

# PROGRESS REPORT FOR PROJECTS OF REGIONAL SIGNIFICANCE - JULY 2016

## Countywide - Highway Safety and Maintenance

SR 155 - PM 1.5 - Near Delano at Browning Road - Intersection Improvements

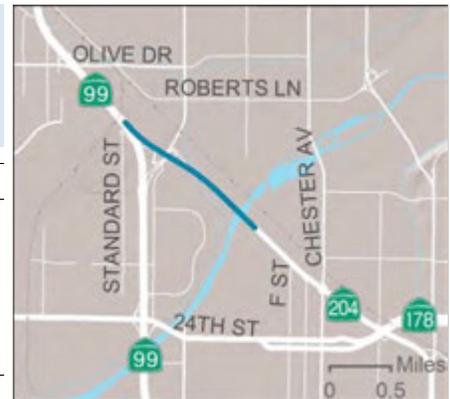


**PROJECT COST:** \$2,500,000 Cost estimates are subject to revision.

- ENV** 100% Completed: Completed in Summer 2014
- DES** 70% Completed: Expected Completion by Spring 2017
- ROW** 75% Completed: Expected Completion by Spring 2017
- CON** 0% Completed: Expected Completion by Fall 2018

KERSHOPP1416 - 06-0P290\_ - Project Manager: Chris Gardner

SR 204 - PM 5.4 / 6.7 -From SR-99 to SR-178 at Various Locations - Place Deck Overlay, Replace Joint Seals & Paint

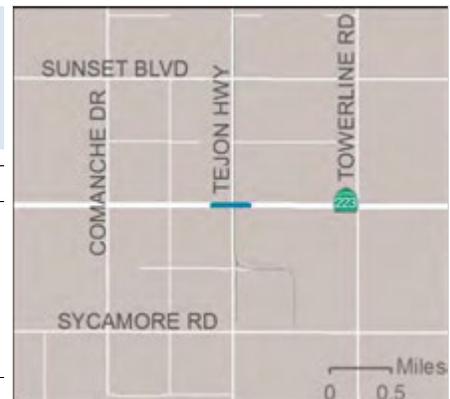


**PROJECT COST:** \$9,347,000 Cost estimates are subject to revision.

- ENV** 100% Completed: Completion Expected by Spring 2014
- DES** 100% Completed: Completion Expected by Spring 2015
- ROW** 100% Completed: Completion Expected by Spring 2015
- CON** 30% Completed: Completion Expected by Summer 2016

KERSHOPP1413 - 06-0N960\_ - Project Manager: Paul Pineda

SR 223 - PM 21.0 / 21.3 - In and Near Arvin, at Derby Street - Install traffic signals



**PROJECT COST:** \$2,603,000 Cost estimates are subject to revision.

- ENV** 100% Completed: Expected completion date August 2015
- DES** 10% Completed: Expected completion date January 2016
- ROW** 10% Completed: Expected completion date February 2018
- CON** 0% Completed: Expected start date February 2018

KERSHOPP120202B - 06-0S510 - Project Manager: Paul Pineda

US 395 - PM 0.0 / 23.4 - Johannesburg - San Bernardino County Line to SR 178 - Rubberized Asphalt Concrete Overlay



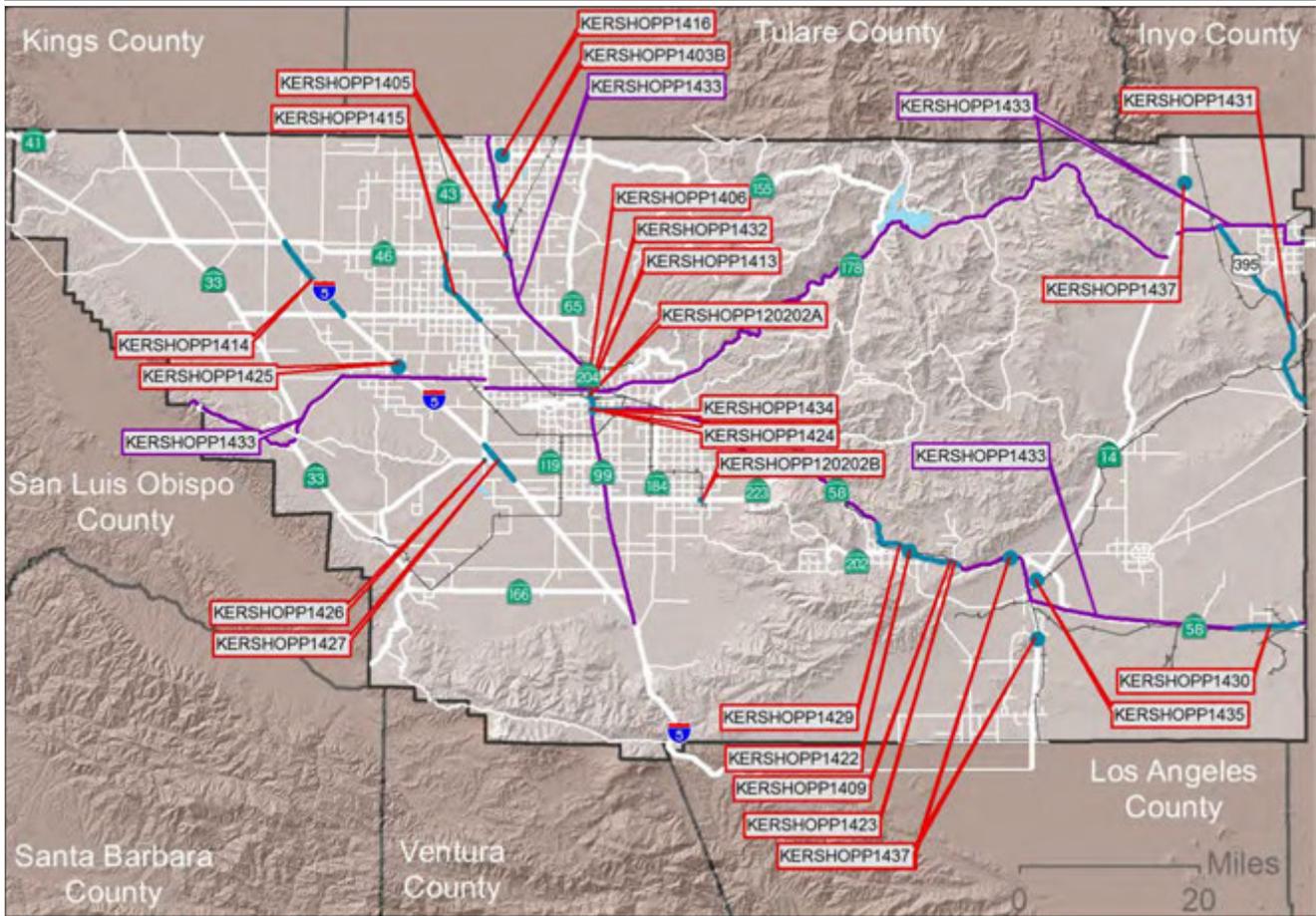
**PROJECT COST:** \$7,320,000 Cost estimates are subject to revision.

- ENV** 100% Completed: October 2014
- DES** 100% Completed: Completed February 2015
- ROW** 100% Completed: Completed February 2015
- CON** 25% Completed: Expected Completion Date August 2016

KERSHOPP1431 - 06-0S270\_ - Project Manager: Emad Abi-Rached

Countywide - Highway Safety and Maintenance

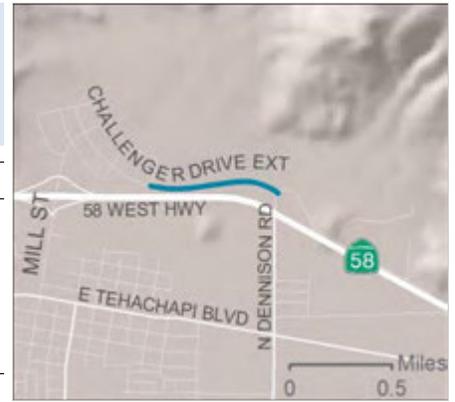
Summary Project Map: Countywide - Highway Safety and Maintenance



# PROGRESS REPORT FOR PROJECTS OF REGIONAL SIGNIFICANCE - JULY 2016

## Highway Projects Completed in Last Two Years

Challenger Drive Extension - Construct new street from eastern edge to Dennison Road - In the City of Tehachapi



**PROJECT COST:** \$1,976,000 Cost estimates are subject to revision.

**ENV 100%** Completed:  
**DES 100%** Completed:  
**ROW 100%** Completed:  
**CON 100%** Completed: November 2014

KER080102 - - Project Manager: Jay Schlosser

West Ridgecrest Boulevard - (1 mile) Reconstruct and widen road from Mahan Street to China Lake Boulevard



**PROJECT COST:** \$8,025,000 Cost estimates are subject to revision.

**ENV 100%** Completed:  
**DES 100%** Completed:  
**ROW 100%** Completed:  
**CON 100%** Completed: November 2014

KER010106 - EA 09-108894 - Project Manager: Dennis Speer

Westside Parkway - Construct a new freeway from Heath Road to Allen Road (Phase 6).



**PROJECT COST:** \$38,000,000 Cost estimates are subject to revision.

**ENV 100%** Completed:  
**DES 100%** Completed:  
**ROW 100%** Completed:  
**CON 100%** Completed: Completed April 2015

KER080107 - - Project Manager: Luis Topete

I-5 - R15.8 / 82.3 - On Routes 5, 99, 58 and 204 at Various Locations - Wire Theft Restoration



**PROJECT COST:** \$1,660,000 Cost estimates are subject to revision.

**ENV 100%** Completed: Completed November 2013  
**DES 100%** Completed: Completed September 2014  
**ROW 100%** Completed: Completed September 2014  
**CON 100%** Completed: Expected Completed August 2015

KERSHOPP1421 - 06-0Q580\_ - Project Manager: Anand Kapoor

# PROGRESS REPORT FOR PROJECTS OF REGIONAL SIGNIFICANCE - JULY 2016

## Highway Projects Completed in Last Two Years

I-5: Near Fort Tejon to 1.1 miles south of Grapevine undercrossing - Grapevine Escape Ramp Extinguishable Message Signs upgrade



**PROJECT COST:** \$1,500,000 Cost estimates are subject to revision.

- ENV 100%** Completed: Completed in 2013
- DES 100%** Completed: Completed February 2014
- ROW 100%** Completed: Completed February 2014
- CON 100%** Completed: Completed construction April 2015

KER130202 - 06-0Q450 - Project Manager: Paul Pineda

I-5 - PM 10.4 / R15.8 - from Grapevine Undercrossing to SR 5/99 separation - Replace asphalt concrete pavement

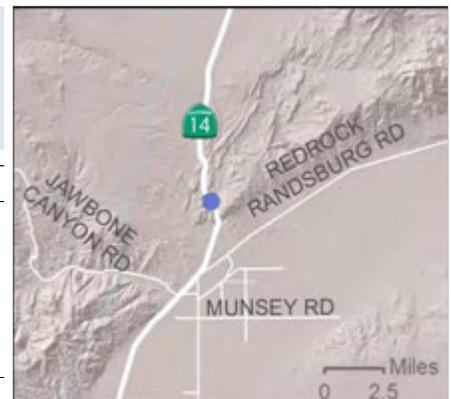


**PROJECT COST:** \$3,256,000 Cost estimates are subject to revision.

- ENV 100%** Completed: Completed in May 2012
- DES 100%** Completed: Completed in July 2013
- ROW 100%** Completed: Completed in July 2013
- CON 100%** Completed: Completed in September 2014

KERSHOPP1410 - 06-0N360\_ - Project Manager: Mehran Akhavan

SR 14 - PM 39.9 - Red Rock Canyon - bridge replacement due to scouring

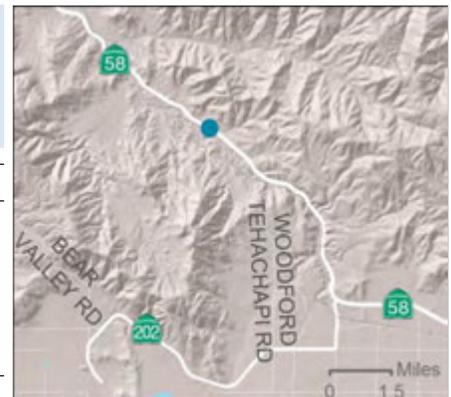


**PROJECT COST:** Cost estimates are subject to revision.

- ENV 100%** Completed:
- DES 100%** Completed:
- ROW 100%** Completed:
- CON 100%** Completed: Completed in January 2015

KERSHOPP1317 - 06-0H180 - Project Manager: Minerva Rodriguez

SR 58 - PM R85.1 - Tehachapi - Broome Road - Widen intersection to accommodate permit loads



**PROJECT COST:** \$1,457,000 Cost estimates are subject to revision.

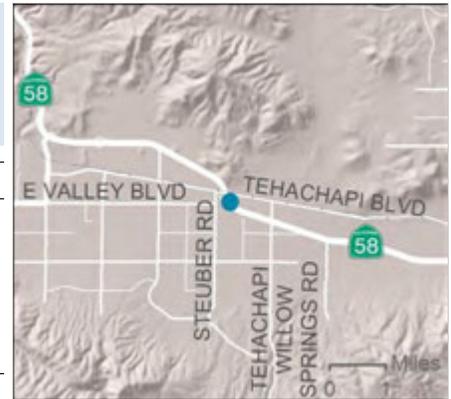
- ENV 100%** Completed: Completed
- DES 100%** Completed: Completed October 2014
- ROW 100%** Completed: Completed
- CON 100%** Completed: Completed May 2015

KERSHOPP1436 - 06-0P070\_ - Project Manager: Minerva Rodriguez

# PROGRESS REPORT FOR PROJECTS OF REGIONAL SIGNIFICANCE - JULY 2016

## Highway Projects Completed in Last Two Years

SR 58 - PM 94.4 - Tehachapi Summit Interchange - Widen Intersection



**PROJECT COST:** \$3,328,000 Cost estimates are subject to revision.

**ENV 100%** Completed: Completed May 2013  
**DES 100%** Completed: Completed December 2014  
**ROW 100%** Completed: Completed December 2014  
**CON 100%** Completed: Completed October 2015

KERSHOPP1412 - 06-0N560\_ - Project Manager: Minerva Rodriguez

SR 58 - PM 36.3 / 39.9 - From Gatson Street to SR 43 - Widen Shoulders & Install Rumble Strips



**PROJECT COST:** \$4,300,000 Cost estimates are subject to revision.

**ENV 100%** Completed: Completed in November 2012  
**DES 100%** Completed: Expected Completed Spring 2014  
**ROW 100%** Completed: Expected Completed Spring 2014  
**CON 100%** Completed: Expected Completed September 2015

KERSHOPP1418 - 06-0P560\_ - Project Manager: Chris Gardner

SR 58 - PM R99.3/99.7 - East of Tehachapi - West Bound Sand Canyon Bridge / Bridge Replacement

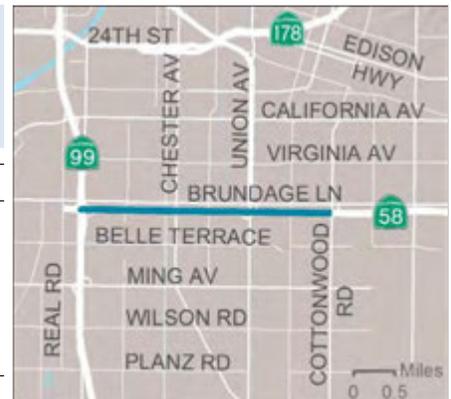


**PROJECT COST:** Cost estimates are subject to revision.

**ENV 100%** Completed:  
**DES 100%** Completed:  
**ROW 100%** Completed:  
**CON 100%** Completed: Completed July 2014

KERSHOPP1321 - 06-0K390 - Project Manager: Minerva Rodriguez

SR 58 - PM R52.4 / R55.5 - Centennial Corridor - Gap Closure Widening from SR 99 to Cottonwood Rd - widen freeway from 4 to 5 lanes



**PROJECT COST:** \$23,330,000 Cost estimates are subject to revision.

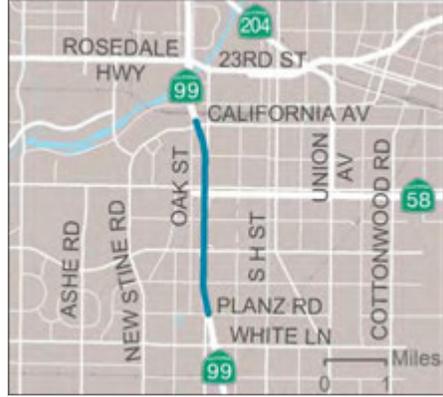
**ENV 100%** Completed:  
**DES 100%** Completed:  
**ROW 100%** Completed:  
**CON 100%** Completed: Completed April 2015

KER120101 - EA 06-0G850 - Project Manager: Paul Pineda / Luis Topete

**PROGRESS REPORT FOR PROJECTS OF REGIONAL SIGNIFICANCE - JULY 2016**

**Highway Projects Completed in Last Two Years**

SR 99 - PM 21.6 / 24.7 – Bakersfield - Various locations from Planz Road Overcrossing to California Ave Undercrossing - Freeway Maintenance Access

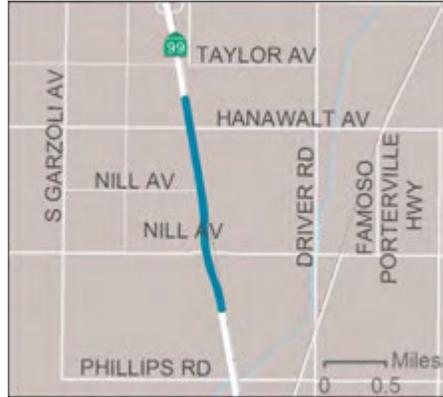


**PROJECT COST:** \$1,600,000 Cost estimates are subject to revision.

- ENV 100%** Completed:
- DES 100%** Completed: Completed by July 2015
- ROW 100%** Completed: Completed February 2015
- CON 100%** Completed: Completed March 2016

KERSHOPP1402 - 06-0E340\_ - Project Manager: Chris Gardner

SR 99 - PM R46.9 / 48.6 - Near Famoso south of McFarland from Sherwood Avenue Overcrossing to Whisler Road Overcrossing - Construct Rumble Strip



**PROJECT COST:** \$1,800,000 Cost estimates are subject to revision.

- ENV 100%** Completed:
- DES 100%** Completed: November 2013
- ROW 100%** Completed: November 2013
- CON 100%** Completed: December 2014

KERSHOPP1417 - 06-0P300\_ - Project Manager: Chris Gardner

SR 99 - PM 18.0 / 19.2 - Bakersfield on State Route 99 at Hosking Road - Construct a new interchange



**PROJECT COST:** \$31,000,000 Cost estimates are subject to revision.

- ENV 100%** Completed:
- DES 100%** Completed:
- ROW 100%** Completed:
- CON 100%** Completed: Completed March 2016

KER090601 - 06-0C930 - Project Manager: Luis Topete / Paul Pineda

SR 99 - PM 27.0 / 28.4 - In Bakersfield on State Route 99 from State Route 204 to Beardsley Canal - widen to 8-lanes Proposition 1B SR 99 Bond



**PROJECT COST:** \$11,500,000 Cost estimates are subject to revision.

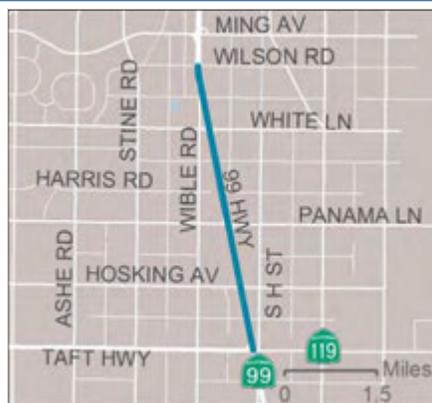
- ENV 100%** Completed:
- DES 100%** Completed:
- ROW 100%** Completed:
- CON 100%** Completed: Completed July 2014

KER100101A - EA 06-0G840 - Project Manager: Paul Pineda

# PROGRESS REPORT FOR PROJECTS OF REGIONAL SIGNIFICANCE - JULY 2016

## Highway Projects Completed in Last Two Years

SR 99 - PM 17.0 / 22.1 - In Bakersfield on State Route 99 from State Route 119 to Wilson Road - widen to 8-lanes Proposition 1B SR 99 Bond



**PROJECT COST:** \$31,000,000 Cost estimates are subject to revision.

**ENV** 100% Completed: Completed  
**DES** 100% Completed: Completed  
**ROW** 100% Completed: Completed  
**CON** 100% Completed: September 2014

KER100101B - EA 06-0G830 - Project Manager: Paul Pineda

SR 178 - PM 100.6 / 102.7 - From China Lake Blvd to Gemstone Street In Ridgecrest - Reconstruct Center Median With Raised Center Median

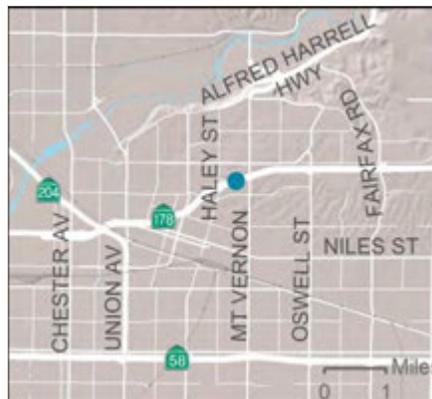


**PROJECT COST:** \$3,126,000 Cost estimates are subject to revision.

**ENV** 100% Completed: Completed in June 2013  
**DES** 100% Completed: Completed Summer 2014  
**ROW** 100% Completed:  
**CON** 100% Completed: Completed August 2015

KERSHOPP1419 - 06-0P810\_ - Project Manager: Minerva Rodriguez

SR 178 - PM R4.4 - Bakersfield - Sunny Lane Pedestrian Overcrossing on SR 178 - ADA Compliance Upgrades

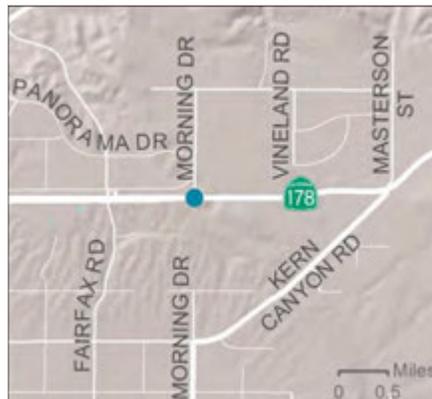


**PROJECT COST:** \$2,901,000 Cost estimates are subject to revision.

**ENV** 100% Completed:  
**DES** 100% Completed:  
**ROW** 100% Completed:  
**CON** 100% Completed: Completed June 2016

KERSHOPP1403A - 06-0H641 - Project Manager: Paul Pineda

SR 178 - PM R7.0 / T9.1 - SR 178 at Morning Drive - Construct new Interchange and widen SR 178



**PROJECT COST:** \$56,000,000 Cost estimates are subject to revision.

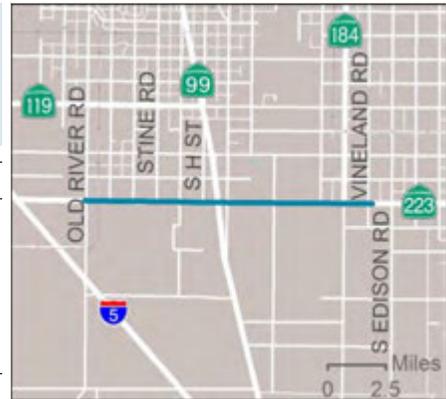
**ENV** 100% Completed: Completed in 2012  
**DES** 100% Completed: Completed in 2013  
**ROW** 100% Completed: Completed in 2013  
**CON** 100% Completed: Completed September 2015

KER050106 - EA 06-0C940 - Project Manager: Kris Budak / Minerva Rodriguez

# PROGRESS REPORT FOR PROJECTS OF REGIONAL SIGNIFICANCE - JULY 2016

## Highway Projects Completed in Last Two Years

SR 223 - PM 4.8 / R17.2 - From Old River Road to Vineland Road -  
Widen Shoulders & Install Rumble Strips

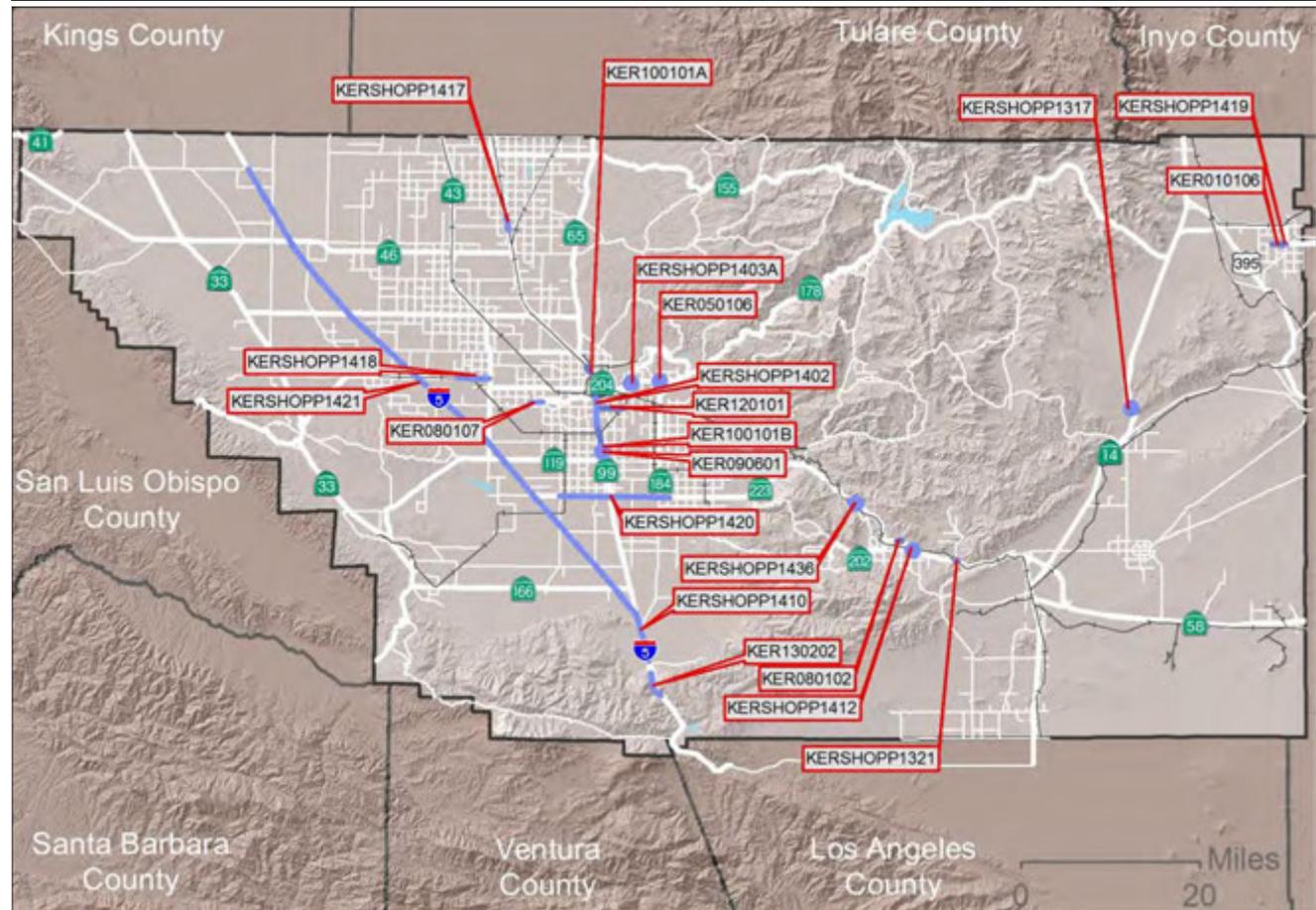


**PROJECT COST:** \$5,100,000 Cost estimates are subject to revision.

- ENV** 100% Completed: Completed
- DES** 100% Completed: Completed
- ROW** 100% Completed: Completed
- CON** 100% Completed: Completed June 2015

KERSHOPP1420 - 06-0P840\_ - Project Manager: Chris Gardner

## Summary Project Map: Highway Projects Completed in Last Two Years



# PROGRESS REPORT FOR PROJECTS OF REGIONAL SIGNIFICANCE - JULY 2016

## Regional Area - Countywide Non-Metro

SR 14 - PM 58.3 / 62.3 - Freeman Gulch Widening Segment 1 - (4 miles) - 0.5 miles north of SR 178 west to 1.7 miles north of Route 178 east - widen to four lanes

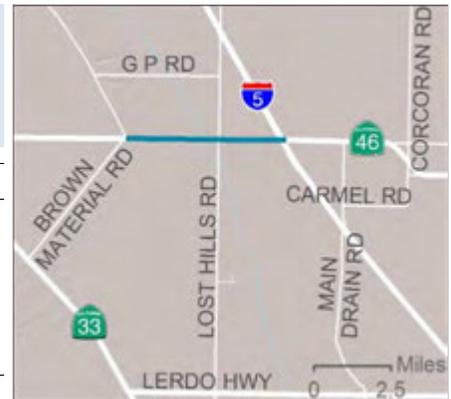


**PROJECT COST:** \$45,000,000 Cost estimates are subject to revision.

**ENV** 100% Completed:  
**DES** 100% Completed: Completed April 2016  
**ROW** 100% Completed: Completed April 2016  
**CON** 0% Completed: Estimated start date is January 2017

KER010103 - EA 06-45711 - Project Manager: Minerva Rodriguez

SR 46 - PM 30.5 / 33.5 - Route 46 Expressway (3 miles) - from east of Brown Material Road to east of Interstate 5 - widen to 4 lanes & improve ramp (segment 4A)

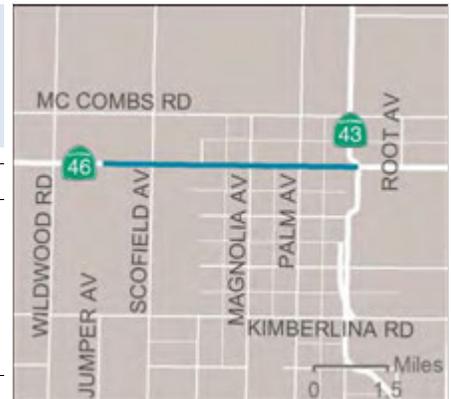


**PROJECT COST:** \$34,000,000 Cost estimates are subject to revision.

**ENV** 100% Completed:  
**DES** 85% Completed: Expected completion date is 2016  
**ROW** 50% Completed: Expected completion date is 2016  
**CON** 0% Completed: Expected completion date is 2019

KER060103 - EA 06-44254 - Project Manager: Neil Bretz

SR 46 – Wasco Four Lane Widening (5 miles) - In the City of Wasco, widen from two to four lanes from Jumper Ave to State Route 43



**PROJECT COST:** \$95,200,000 Cost estimates are subject to revision.

**ENV** 100% Completed:  
**DES** 0% Completed: Not yet programmed  
**ROW** 0% Completed: Not yet programmed  
**CON** 0% Completed: Not yet programmed

KER990105 - EA 06-41880 - Project Manager: Mehran Akhavan

SR 58 at Dennison Road - construct new interchange to provide alternative access to the City of Tehachapi (substitute frontage road for short-term solution - see Challenger Drive)



**PROJECT COST:** \$25,544,000 Cost estimates are subject to revision.

**ENV** 100% Completed: Shelved due to funding constraints  
**DES** 0% Completed: Inactive due to lack of funding  
**ROW** 0% Completed: Not yet programmed; start date not determined  
**CON** 0% Completed: Not yet programmed; start date not determined

KER990106 - EA 06-425500 - Project Manager: Minerva Rodriguez

**PROGRESS REPORT FOR PROJECTS OF REGIONAL SIGNIFICANCE - JULY 2016**

**Regional Area - Countywide Non-Metro**

SR 119 - PM R10.0 / R13.3 - Cherry Ave 4-Lane - from Cherry Avenue to 0.40 miles east of Elk Hills Road (Phase 1) construct truck climbing / passing lanes at various locations



**PROJECT COST:** \$8,238,000 Cost estimates are subject to revision.

- ENV** 100% Completed:
- DES** 100% Completed: Completed 2015
- ROW** 100% Completed: Completed 2015
- CON** 30% Completed: Completion expected by winter 2016

KER990102 - EA 06-42471 - Project Manager: Paul Pineda

SR 119 Cherry Ave 4-Lane - from Cherry Avenue to 0.40 miles east of Elk Hills Road (Phase 2) construct 4-lane bypass (4 miles)



**PROJECT COST:** \$66,000,000 Cost estimates are subject to revision.

- ENV** 100% Completed:
- DES** 0% Completed: This phase was deferred.
- ROW** 0% Completed: Not yet funded; start date not determined
- CON** 0% Completed: Not yet funded; start date not determined

KER990102 - EA 06-424700 - Project Manager: Victor Shaw

U.S. 395 Inyokern 4-Lane (9 miles) - from Highway 14 to China Lake Blvd. - widen from two to four lanes



**PROJECT COST:** \$183,500,000 Cost estimates are subject to revision.

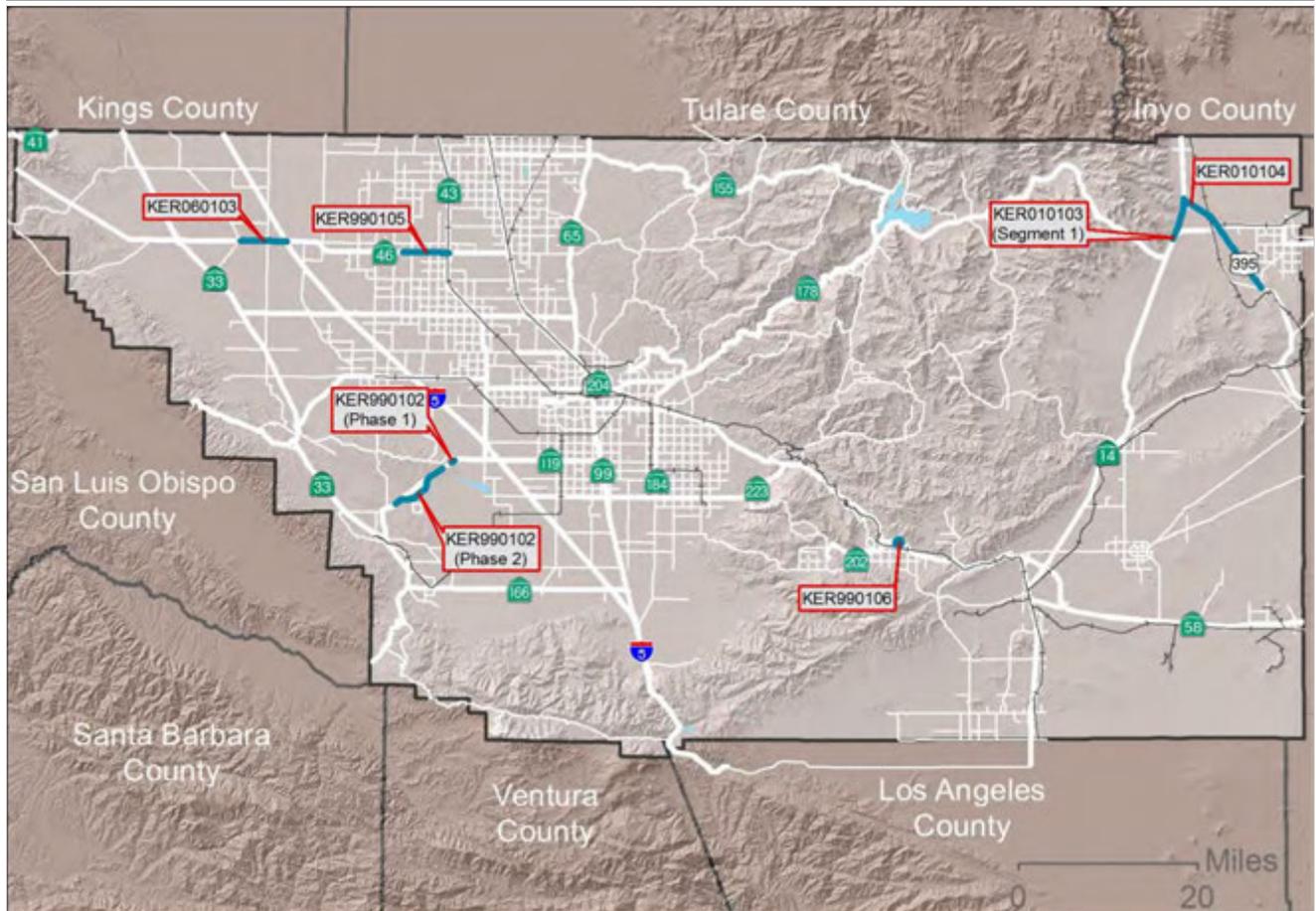
- ENV** 80% Completed: Shelved due to funding constraints
- DES** 0% Completed: Not yet funded; start date not determined
- ROW** 0% Completed: Not yet funded; start date not determined
- CON** 0% Completed: Not yet funded; start date not determined

KER010104 - EA 06-443100 - Project Manager: Minerva Rodriguez

# PROGRESS REPORT FOR PROJECTS OF REGIONAL SIGNIFICANCE - JULY 2016

## Regional Area - Countywide Non-Metro

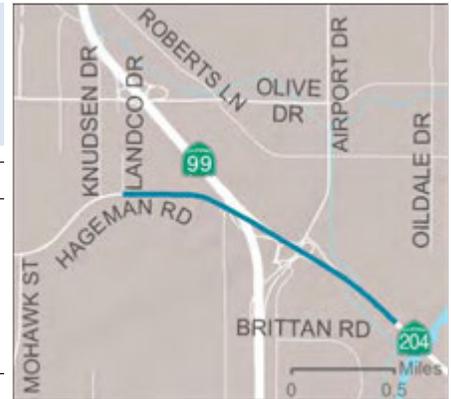
Summary Project Map: Regional Area - Countywide Non-Metro



# PROGRESS REPORT FOR PROJECTS OF REGIONAL SIGNIFICANCE - JULY 2016

## Regional Area - Metropolitan Bakersfield - Thomas Road Improvement Program or "TRIP"

Hageman Flyover - extend Hageman Road east to SR 204 / Golden State Avenue.



**PROJECT COST:** \$73,000,000 Cost estimates are subject to revision.

- ENV** 100% Completed:
- DES** 64% Completed: Estimated completion date Mid 2017
- ROW** 20% Completed: Estimated completion date Mid 2017
- CON** 0% Completed: Expected start date in Late 2017

KER020604 - EA 06 - 4845 - Project Manager: Kris Budak / Minerva Rodriguez

SR 58 - PM T31.7 / R55.6 - Centennial Corridor - Connector from Westside Parkway to SR 58/99 - Construct a new 6-lane freeway on an 8-lane right-of-way



**PROJECT COST:** \$689,000,000 Cost estimates are subject to revision.

- ENV** 100% Completed: Completed January 2016
- DES** 65% Completed: Expected completion date Mid 2017
- ROW** 55% Completed: Expected completion date Mid 2017
- CON** 0% Completed: Expected start date in late 2017

KER080109 - EA 06-48460 - Project Manager: Minerva Rodriguez / Luis Topete

SR 58 - PM R52.3 / R55.4 - In Bakersfield: Along SR 58 and SR 99 - Beltway Operational improvements (SR 58 GAP closure - an element of the Bakersfield Beltway system)

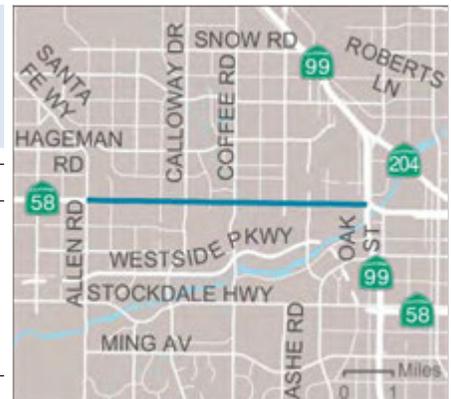


**PROJECT COST:** \$125,860,000 Cost estimates are subject to revision.

- ENV** 100% Completed: Completed February 2014
- DES** 100% Completed: Completion Summer 2014
- ROW** 100% Completed: Completion Summer 2014
- CON** 27% Completed: Expected completion date in Fall 2017

KER130106 - 06-48461 - Project Manager: Minerva Rodriguez / Luis Topete

SR 58 - PM 46.1 / 51.7 - Rosedale Highway - from Calloway to State Route 99 - widen to 6 lanes



**PROJECT COST:** \$29,700,000 Cost estimates are subject to revision.

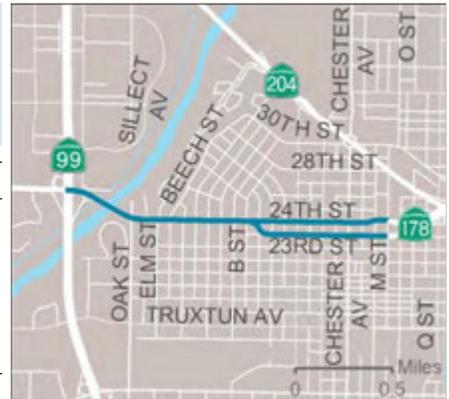
- ENV** 100% Completed:
- DES** 100% Completed:
- ROW** 100% Completed: December 2014
- CON** 80% Completed: Expected completion date in Fall 2016

KER080110 - EA 06-0F3600 - Project Manager: Kris Budak / Paul Pineda

# PROGRESS REPORT FOR PROJECTS OF REGIONAL SIGNIFICANCE - JULY 2016

## Regional Area - Metropolitan Bakersfield - Thomas Road Improvement Program or "TRIP"

SR 178 - PM 0.4 / 1.9 - 24th & 23rd St (SR 178/99) to M St Widening and Intersection Improvements TRIP



**PROJECT COST:** \$43,500,000 Cost estimates are subject to revision.

**ENV** 100% Completed: Completed in March 2014

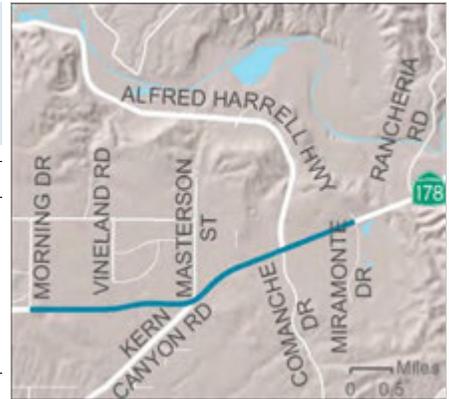
**DES** 65% Completed: Expected completion date is Late 2015

**ROW** 86% Completed: Expected completion date is Summer 2016

**CON** 0% Completed: Expected start date in Fall 2016

KER050110 - EA 06-48470 - Project Manager: Kris Budak / Paul Pineda

SR 178 - PM R8.4 / T9.8 - SR 178 - widen from two lanes to six lanes between Canteria Dr./ Bedford Green Dr. and Masterson St and two to four lanes between Masterson St and Miramonte Dr.



**PROJECT COST:** \$36,500,000 Cost estimates are subject to revision.

**ENV** 100% Completed: Completed August 2012

**DES** 100% Completed: Expected completion date in Late 2014

**ROW** 100% Completed: Completed March 2015

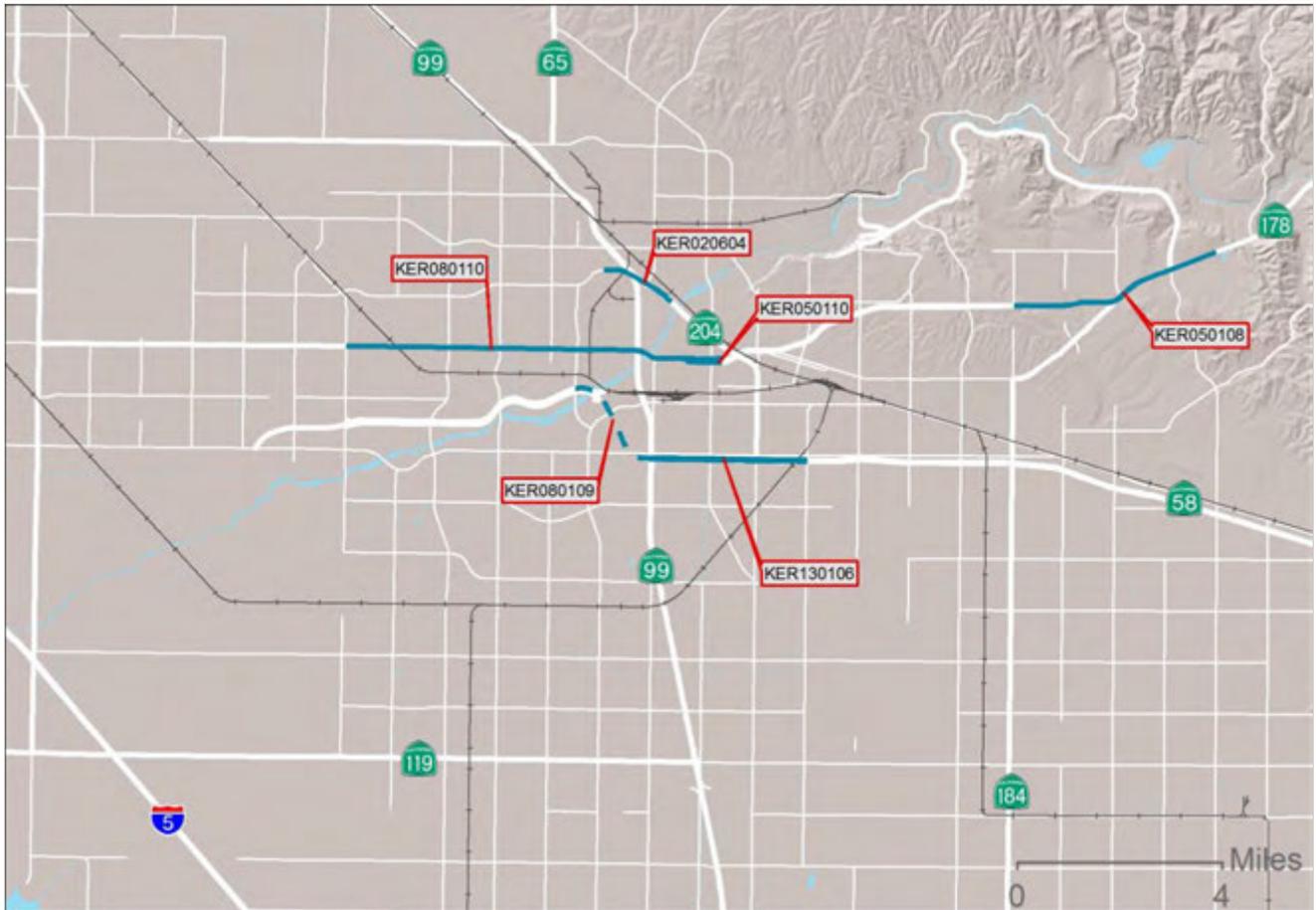
**CON** 36% Completed: Expected completion date in summer 2017

KER050108 - EA 06-0F350 - Project Manager: Kris Budak / Minerva Rodriguez

# PROGRESS REPORT FOR PROJECTS OF REGIONAL SIGNIFICANCE - JULY 2016

## Regional Area - Metropolitan Bakersfield - Thomas Road Improvement Program or "TRIP"

### Summary Project Map: Regional Area - Metropolitan Bakersfield - Thomas Road Improvement Program or "TRIP"



**PROGRESS REPORT FOR PROJECTS OF REGIONAL SIGNIFICANCE - JULY 2016**

**Regional Area - Metropolitan Bakersfield Area**

SR 184 Weedpatch Widening (4 miles)- from Panama Lane to State Route 223 - widen from two to four lanes



**PROJECT COST:** \$32,000,000 Cost estimates are subject to revision.

**ENV** 100% Completed: This project has been shelved

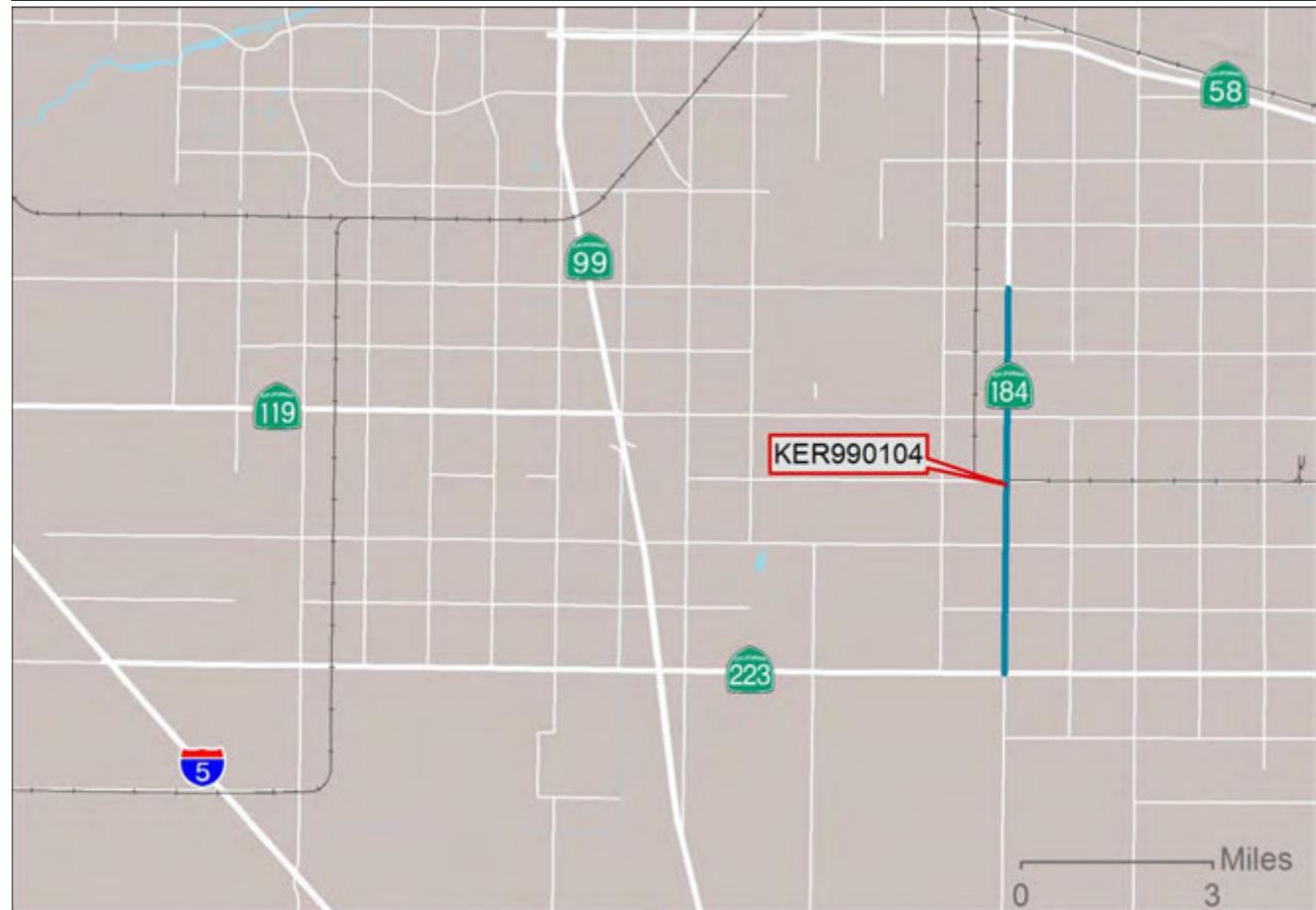
**DES** Completed: Not yet funded; start date not determined

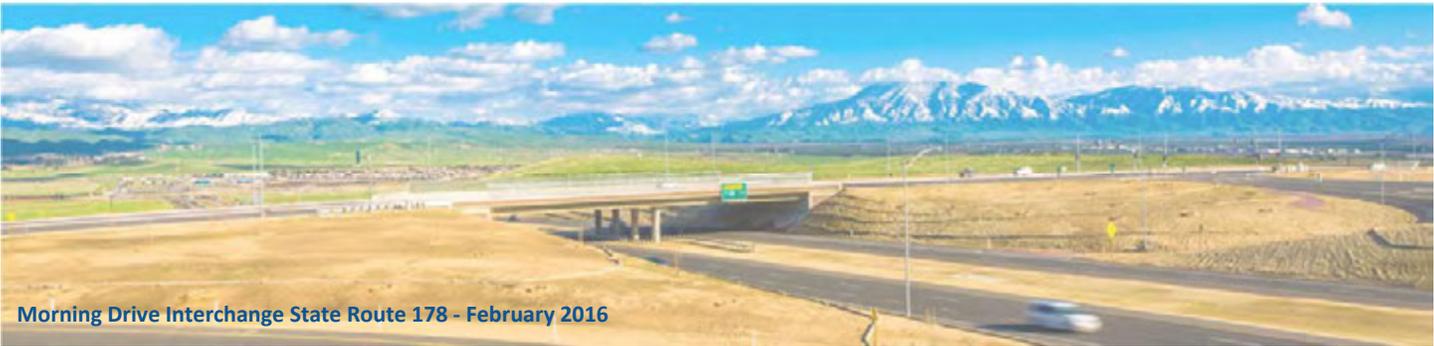
**ROW** Completed: Not yet funded; start date not determined

**CON** Completed: Not yet funded; start date not determined

KER990104 - EA 06-42480 - Project Manager: Minerva Rodriguez

**Summary Project Map: Regional Area - Metropolitan Bakersfield Area**





Morning Drive Interchange State Route 178 - February 2016

## Kern Council of Governments Progress Report for Projects of Regional Significance

**JULY 2016 EDITION**

### RECENT PROJECT PHOTOS



SR 178 Widening  
westbound east of  
SR-184  
NE Bakersfield  
MAY 2016



SR 99 Beltway  
Operational  
Improvements  
June 2016



SR 178 Pedestrian  
Crossing at  
Sunny Lane  
June 2016

**This progress report** is updated and distributed to the Kern Council of Governments Board of Directors and the general public, on a quarterly basis. The listed projects are funded through a combination of local, state and federal transportation programs.

**These projects** add new lanes to existing highways, construct new roadways and maintain or improve existing roadways or related infrastructure. Cost estimates provided in the following pages include costs for construction, rights-of-way, design and support costs.

**This report** may be downloaded by visiting Kern COG's website at: [www.kerncog.org](http://www.kerncog.org). The report link is located towards the bottom of the home page under the "Projects of Regional Significance" section.





July 21, 2016

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi,  
Executive Director

By: Peter Smith,  
Regional Planner

SUBJECT: TPPC AGENDA NUMBER IV. CONSENT CALENDAR ITEM J.  
CONTRACT BETWEEN THE KERN COUNCIL OF GOVERNMENTS AND ALTA  
PLANNING+DESIGN FOR THE DEVELOPMENT OF THE KERN REGION ACTIVE  
TRANSPORTATION PLAN

DESCRIPTION:

The Kern Council of Governments was awarded \$250,000 from the State sponsored Active Transportation Program to develop an Active Transportation Plan for the Kern Region. The Plan will inventory existing active transportation infrastructure, identify deficiencies and prioritize system improvements. Additional funding from Kern Transit (\$25,000), and Golden Empire Transit (\$25,000) will enable additional study of the active transportation and transit interface. The City of Bakersfield through a Rose Foundation Grant (\$35,000) will permit additional active transportation planning within the city limits.

DISCUSSION:

Solicitation to consulting firms to complete this project were issued in April 2016. By the submittal deadline of May 20, 2016 three (3) firms had submitted proposals. The proposals were evaluated and scored using standardized criteria by representatives from Kern COG, GET, Kern Transit and the City of Bakersfield. Alta Planning+Design had the highest score from the evaluations.

Subsequently, Kern COG staff entered into negotiating a contract with Alta Planning+Design for the completion of a Kern Region Active Transportation Plan. The contract is for an amount up to \$339,332. Completion is anticipated prior to June 30, 2016.

Kern COG counsel has reviewed this contract and has given approval as to form.

ACTION:

Approve the contact between the Kern Council of Governments and Alta Planning+Design to complete a Kern Region Active Transportation Plan and authorize Chair to sign. VOICE VOTE.

**CONTRACT BETWEEN THE KERN COUNCIL OF GOVERNMENTS  
AND**

**ALTA PLANNING+DESIGN**

**TO PREPARE AN ACTIVE TRANSPORTATION PLAN FOR THE KERN REGION**

THIS CONTRACT, made and entered into this 21<sup>st</sup> day of July 2016, by and between the Kern Council of Governments, hereinafter referred to as "**Kern COG**," and, Alta Planning+Design hereinafter referred to as "**Consultant**." Kern COG and Consultant are referred to individually as a "**Party**" and collectively as the "**Parties**."

**RECITALS:**

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

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

**AGREEMENT:**

I. Contract Organization and Content

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

II. Statement of Work

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

Kern COG: Peter Smith, Project Manager  
Consultant: Rory Renfro, AICP, Project Manager

III. Term

Time is of the essence in this contract. The term of this contract is July 21, 2016 through June 30, 2017 unless an extension of time is granted in writing by Kern COG. The various phases involved in this project shall be completed as indicated in **Exhibit "B,"** Schedule.

Consultant services and reimbursements beyond June 30, 2017 are subject to the inclusion and funding agency approval of this project in Kern COG's 2017-2018 fiscal year Overall Work Program (OWP). If the project or OWP is not approved, this contract is terminated, effective the ending date of the last approved Kern COG OWP.

IV. Assignability

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

## V. Contract Changes

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

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

## VI. Contract Costs and Reimbursements

### A. Maximum Contract Amount/Budget Amendments:

For services rendered, Consultant may bill and receive up to \$332,339 to be billed in accordance with **Exhibit "C,"** Costs. The total sum billed under this contract may not exceed including all costs, overhead, and fixed fee expenses. Such billings, up to the specified amount, shall constitute full and complete compensation for Consultant's services. Any amendments to the individual categories within the budget must be approved in writing in advance by Kern COG.

### B. Payment:

Consultant will be paid lump sum payments upon acceptable monthly invoices documenting progress toward deliverables within 30 days of receipt and approval of the billing by Kern COG, less a five percent (5%) retention which will be released at the completion of the contract. Work will be completed according to the degree of skill and care ordinarily exercised by members of Consultant's profession working under similar circumstances. Consultant shall be paid within 30 days following the receipt and approval of the billing.

### C. Billing Format and Content:

Requisitions for payment shall refer to Work Element number 608.1 as identified on the 2016-2017 Overall Work Program, or as may be specified in a written notice by Kern COG. Specific budget category detail is given below:

1. Direct Labor and Fringe Benefits: All direct labor charges should be billed by class of employee, rate per hour and number of hours. (Anticipated personnel cost-of-living or merit increase, if any, should be reflected in the budget).
2. Other Direct Costs: All direct costs billed must be specifically identified, including airfare and train fare. Any travel costs may not exceed the per diem (\$65.00/day meals; \$225.00/day accommodations) and mileage rates shall be reimbursed at the IRS established standard mileage rate. Any other direct costs not specifically identified in the contract budget cannot be reimbursed. All reimbursable costs must be approved in advance in writing.

### D. Allowable Costs and Documentation:

All costs charged to this contract by Consultant shall be supported by properly executed payrolls, time records, invoices, and vouchers, evidencing in proper detail the nature and propriety of the charges, and shall be costs allowable as determined by Title 48 Code of Federal Regulations, Chapter 1, Part 31 (Contract Cost Principles and Procedures), Subpart 31.2 (Contracts with Commercial Organizations), as modified by Subpart 31.103.

Consultant shall also comply with Title 49, Code of Federal Regulations, Part 18, (Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments) in the procurement of services, supplies or equipment.

#### VII. Progress Reports

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

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

#### VIII. Inspection of Work

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

#### IX. Staffing

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

#### X. Subcontracting

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

#### XI. Termination of Contract

##### A. Termination for Convenience of Kern COG:

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

##### B. Termination for Cause:

If through any cause, Consultant shall fail to fulfill in a timely and proper manner its obligations under this contract, or if Consultant violates any of the covenants, agreements, or stipulations of this contract, Kern COG shall thereupon have the right to immediately terminate the contract by giving written notice to Consultant of the intent to terminate and specifying the effective date thereof. Kern COG shall provide an

opportunity for consultation with Consultant and a ten-day cure period prior to termination. In such an event, all finished or unfinished documents, data, studies, surveys, drawings, maps, models, photographs, reports or other materials prepared by Consultant under this contract shall, at the option of Kern COG, become the property of Kern COG. Consultant shall be entitled to receive compensation for all satisfactory work completed prior to the effective date of termination.

#### XII. Compliance with Laws, Rules and Regulations

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

#### XIII. Conflict of Interest

- A. Consultant, and the agents and employees of Consultant, shall act in an independent capacity in the performance of this contract, and not as officers, employees or agents of Kern COG.
- B. No officer, member, or employee of Kern COG or other public official of the governing body of the locality or localities in which the work pursuant to this contract is being carried out, who exercises any functions or responsibilities in the review or approval of the undertaking or carrying out of the aforesaid work shall:
  - 1. Participate in any decision relating to this contract which affects his personal interest or the interest of any corporation, partnership, or association in which he has, directly or indirectly, any interest; or
  - 2. Have any interest, direct or indirect, in this contract or the proceeds thereof during his tenure or for one year thereafter.
- C. Consultant hereby covenants that it has, at the time of the execution of this contract, no interest, and that it shall not acquire any interest in the future, direct or indirect, which would conflict in any manner or degree with the performance of services required to be performed pursuant to this contract. Consultant further covenants that in the performance of this work, no person having any such interest shall be employed.

#### XIV. Contingency Fees

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

#### XV. Copyrights

Consultant shall be free to copyright material developed under this contract with the provision that Kern COG reserve a royalty-free, nonexclusive and irrevocable license to reproduce, publish, or otherwise use, distribute, and to authorize others to use, and distribute for fee or otherwise, the work for any purpose. Consultant is subject to the duties of agency relating to rights in data and copyrights as set forth in 28 CFR 179.9(c) and (d).

#### XVI. Publication

- A. No report, information, or other data given to or prepared or assembled by Consultant pursuant to this contract, shall be made available to any individual or organization by Consultant without the prior written approval of Kern COG.

- B. The following acknowledgment of FTA's participation must appear on the cover or title page of all final products:

"The preparation of this report has been financed, in part, through a grant from the U.S. Department of Transportation, Federal Transit Administration, under the authority of the 49 USC Chapter 43 #5313(b) of the Federal Transit Laws."

#### XVII. Disputes

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

#### XVIII. Hold Harmless

Consultant agrees to indemnify, and hold harmless Kern COG and all of its officers, agents and employees from any and all actions, causes of action, claims, demands, costs, liabilities, losses, damages and expenses of whatsoever kind and nature (including reasonable attorney's fees) for injuries to or death of any person or persons, or damage to property of third persons, to the extent arising out of the negligent, reckless, or willful acts, errors or omissions by Consultant in the performance of the services to be provided pursuant to this contract by Consultant or Consultant's officers, agents or employees.

#### XIX. Insurance

- A. Consultant shall procure and maintain in force, at all times during the term of this contract, the following insurance coverages:

1) Worker's Compensation in the amount required by law; 2) Commercial general liability insurance, including contractual liability coverage, covering all of its actions under this contract with limits of not less than \$1,000,000 combined single limit for bodily injury and property damage or \$1,000,000 per person and per occurrence for bodily injury and \$1,000,000 per each occurrence for property damage and \$2,000,000 aggregate; and 3) Commercial automobile liability coverage with limits of not less than \$1,000,000 combined single limit, covering all owned, hired, and non-owned automobiles and any other vehicle or equipment used by Consultant or its agents in performance of this contract.

- B. All policies of insurance mentioned above shall be placed with insurers admitted to do business in California and with current "Best's Key Rating Guide" rating of no less than an A-, VII. The commercial general liability and automobile liability policies shall contain endorsements naming the Kern Council of Governments, its officers, employees, agents and governing body and each member thereof, as additional insureds and providing for a legal defense, if such is requested, for all such additional insureds. In addition, all policies of insurance mentioned in paragraph A. above shall not be canceled or reduced until thirty (30) days after Kern COG receives notice of such cancellation or reduction from Consultant. A signed copy of a certificate or certificates of insurance evidencing each of the coverages and requirements for the policies of insurance mentioned above, and evidencing each of the endorsements described herein, shall be submitted to Kern COG prior to Consultant performing any work under this contract.

#### XX. Equal Employment Opportunity/Nondiscrimination

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

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

incorporated by reference and made a part of this contract.

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

- B. Nondiscrimination: Consultant, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, religion, color, sex, age or national origin in the selection or retention of subcontractors, including the procurement of materials and leases of equipment. Consultant shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- C. Solicitations for Subcontractors, including Procurements of Materials and Equipment: In all solicitations, either by competitive bidding or negotiations made by Consultant for work to be performed under a subcontract, including the procurement of materials or leases of equipment, each potential subcontractor or supplier shall be notified by Consultant of Consultant's obligations under this contract, and the Regulations relative to nondiscrimination on the grounds of race, religion, color, sex, age or national origin.
- D. Information and Reports: Consultant shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by Kern COG, Caltrans, FTA, or FHWA to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of Consultant is in the exclusive possession of another who fails or refuses to furnish this information, Consultant shall so certify to Kern COG, Caltrans, FTA, or FHWA, as appropriate, and shall set forth what efforts it has made to obtain the information.
- E. Sanctions for Noncompliance: In the event of Consultant's noncompliance with the nondiscrimination provisions of this contract, Kern COG shall impose such contract sanctions as it, Caltrans, FTA, or FHWA may determine to be appropriate, including, but not limited to:
  - 1) Withholding of payments to Consultant under this contract until Consultant complies; and/or
  - 2) Cancellation, termination or suspension of the contract, in whole or in part.
- F. Incorporation of Provisions: Consultant shall include the provisions of Paragraphs A through F of this Section XX in every subcontract, including procurements of materials and leases of equipment, unless exempt from the regulations, or directives issued pursuant thereto. Consultant shall take such action with respect to any subcontract or procurement as Kern COG, Caltrans, FTA, or FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance. However, in the event Consultant becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, Consultant may request Kern COG to enter into such litigation to protect the interests of Kern COG, and in addition, Consultant may request the United States to enter into such litigation to protect the interests of the United States.

#### XXI. Disadvantaged Business Enterprise (DBE)

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

Consultant shall ensure that DBEs, as defined in 49 CFR Part 23, have the maximum opportunity

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

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

#### XXII. Audits

At any time during normal business hours, and as often as Kern COG, Kern COG's participating agencies, the California Department of Transportation, the Federal Transit Administration, the Federal Highway Administration, the Department of Labor, the Comptroller General of the United States, or other appropriate state and federal agencies, or any duly authorized representatives may deem necessary, Consultant shall make available for examination all of its records with respect to all matters covered by this contract for purposes of audit, examination, or to make copies or transcripts of such records, including, but not limited to, contracts, invoices, payrolls, personnel records, conditions of employment and other data relating to all matters covered by this contract. Project costs are subject to audit and approval for payment according to the eligibility requirements of the funding agencies. However, Kern COG shall not have the right to audit Consultant's fixed rates or fees, percentage multipliers, or standard charges. All project records shall be retained and access to the facilities and premises of Consultant shall be made available during the period of performance of this contract, and for three years after Kern COG makes final payment under this contract.

#### XXIII. Clean Air Act/Clean Water Act Requirements

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

#### XXIV. Notice

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

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

OR

Alta Planning+Design, Inc.  
711 SE Grand Avenue  
Portland, OR 97214  
Attn: Contract Administrator

#### XXV. Venue

If any party to this contract initiates any legal or equitable action to enforce the terms of this contract, to declare the rights of the parties under this contract or which relates to this contract in

any manner, Kern COG and Consultant agree that the proper venue for any such action is the Superior Court of the State of California of and for the County of Kern, unless the amount in controversy is below the jurisdiction of the Superior Court, in which case the proper venue for any such action is the Bakersfield Municipal Court.

XXVI. California Law

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

XXVII. No Authority to Bind Kern COG

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

XXVIII. Nonwaiver

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

XXIX. Independent Contractor

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

XXX. Partial Invalidity

Should any part, term, portion, or provision of this contract be finally decided to be in conflict with any law of the United States or the State of California, or otherwise be unenforceable or ineffectual, the validity of the remaining parts, terms, portions, or provisions shall be deemed severable and shall not be effected thereby, provided such remaining portions or provisions can be construed in substance to constitute the agreement which the parties intended to enter into in the first instance.

XXXI. Signature Authority

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

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

RECOMMENDED AND APPROVED  
AS TO CONTENT:

KERN COUNCIL OF GOVERNMENTS

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

\_\_\_\_\_  
Jennifer Woods Chair  
"Kern COG"

APPROVED AS TO FORM:

CONSULTANT

\_\_\_\_\_  
Brian Van Wyk  
Deputy Kern County Counsel

\_\_\_\_\_  
Consultant, Vice President, As Duly  
Authorized

R

# EXHIBIT "A"

## SCOPE OF WORK

### KERN REGION ACTIVE TRANSPORTATION PLAN

#### INTRODUCTION

##### Active Transportation Plan Focus Areas

The Kern Region Active Transportation Plan’s geographic focus consists of the incorporated cities and unincorporated communities listed in Table 1 below. In instances where a particular focus area extends beyond the Kern County boundary, this Plan will focus on the portion within Kern County.

**Table 1: Kern Region Active Transportation Plan Focus Areas**

Incorporated Cities	Unincorporated Communities
<ul style="list-style-type: none"><li>▪ Arvin</li><li>▪ Bakersfield</li><li>▪ California City</li><li>▪ Delano</li><li>▪ Maricopa</li><li>▪ McFarland</li><li>▪ Ridgecrest</li><li>▪ Shafter</li><li>▪ Taft</li><li>▪ Tehachapi</li><li>▪ Wasco</li></ul>	<ul style="list-style-type: none"><li>▪ Bodfish</li><li>▪ Buttonwillow</li><li>▪ Frazier Park</li><li>▪ Community of Lake Isabella</li><li>▪ Mojave</li><li>▪ Oildale</li><li>▪ Rosamond</li><li>▪ Greater Taft, including:<ul style="list-style-type: none"><li>• Ford City</li><li>• Taft Heights</li><li>• South Taft</li></ul></li></ul>

Consultant will address the bicycle network, programs, outreach, and other analyses for the cities of Arvin, Taft, Ridgecrest, Maricopa and Shafter via an existing separate contract. Consultant will integrate the findings from this separate contract into the Kern Region Active Transportation Plan.

#### TASK 1: PROJECT MANAGEMENT

##### Task 1.1: On-Going Management and Communications

Consultant shall manage project tasks, submit written monthly progress reports with invoices and schedule bi-weekly phone calls with the Kern COG project manager. The monthly progress report shall document specific accomplishments of each task, identify the percentage of completion by task, identification of difficulties encountered and make recommendations to adjustments in the project schedule.

##### Task 1.2: Project Initiation Meeting

Within one month of the notice to proceed, Consultant will facilitate a project initiation meeting with Kern COG staff to discuss the project’s scope, schedule, background, objectives, communication channels, and Community and Stakeholder Outreach Plan. Between one (1) and five (5) Consultant team

members will attend the meeting. Consultant will prepare the meeting agenda, meeting materials and bullet point summary outlining next steps and action items. Consultant will submit the bullet point summary within five business days of the meeting. Kern COG will arrange meeting logistics, including meeting date, time, location and noticing.

Prior to the Project Initiation Meeting the Consultant will submit a Data Request Memorandum to Kern COG for available information related to bicycle, pedestrian, transit and other active transportation facilities in the communities under study.

Task 1 Deliverables:

- Bi-weekly project managers' communication (conference calls)
- Written monthly project status report to accompany invoices
- Data Request Memorandum (PDF)
- Project Initiation Meeting agenda, materials and bullet point summary (PDF)
- Project Initiation Meeting attendance and facilitation

## TASK 2. COMMUNITY AND STAKEHOLDER OUTREACH

Task 2.1: Community and Stakeholder Outreach Plan

Consultant will prepare a Community and Stakeholder Outreach Plan, with input provided by Kern COG, local agency staff, and the Project Steering Committee (PSC). The Outreach Plan will outline specific activities and methods of receiving and processing input, specifically including:

1. Outreach Goals.
2. Description of particular target areas and populations.
3. Expected Outcomes.
4. Purposes of each outreach event.
5. Outreach events schedule and logistics.
6. Opportunities to conduct outreach in cooperation with other local planning efforts/events (such as the Kern County Small Cities Bicycle Plans project, local transit development plans and other planning related projects.)

The Community and Stakeholder Outreach Plan will address each element of the engagement strategy, including the scheduling of in-person events and identification of other participation events.

Consultant will submit a Draft Community and Stakeholder Outreach Plan to the Kern COG Project Manager. Within one week of receiving the Draft Community and Stakeholder Outreach Plan, the Kern COG Project Manager will solicit and compile all comments from Stakeholders and the PSC, and provide a list of non-contradictory comments (and resulting Kern COG direction for each comment) to the Consultant. Consultant will prepare one round of revisions to the Draft Community and Stakeholder Outreach Plan (based on the non-contradictory comment list from the Kern COG Project Manager), which will constitute the final deliverable.

### Task 2.2: Project Steering Committee

In consultation with Kern COG, Consultant will develop a list of potential Project Steering Committee members. Potential PSC members may include representatives of Kern COG and the participating communities. Upon agreement on membership, Kern COG will invite candidates to participate in the PSC. Consultant will facilitate three (3) in-person PSC meetings upon completion of major project milestones, specifically:

1. Review of Working Paper #1: Existing Conditions and Needs Analysis.
2. Review of Working Paper #2: Recommendations.
3. Review of Administrative Draft Plan

Consultant will prepare the PSC meeting agendas, presentation materials and bullet-point summaries outlining next steps and action items. Between one (1) and three (3) consultant team members will attend each meeting. Kern COG will arrange logistics, including meeting dates, times, locations and noticing.

### Task 2.3: Project Website

Consultant will develop an on-line project website using a stand-alone platform, with a link to the Kern COG website, to promote events, share media releases, meeting notices and to host project files and media releases. Further social media exposure through Twitter will be created to support engagement and noticing efforts by linking to the project page and sharing information on-line.

Consultant will develop, host and manage a web-based mapping tool that will be used to gather community feedback on existing conditions, needs and desired improvements. Consultant will structure the web-based mapping tool to enable users to provide feedback in the form of points and lines on a web-based map with information to include:

1. Bicycle and pedestrian network gaps.
2. Frequently used routes.
3. Difficult crossings.
4. Trip origin and destinations.
5. Desired transportation and recreational routes.
6. Desired bicycle parking and other support facilities.
7. Desired bicycle/pedestrian/transit integration improvements.

Consultant will use this information to inform the assessment of existing conditions, system needs, network development and project prioritization.

### Task 2.4: Community Survey

Consultant will create and deliver one community survey (in English and Spanish) to evaluate needs and general concerns regarding walking and bicycling in Kern County. Additional questions related to how walking and bicycling activity interacts with the available transit will be included. The survey will be available in both an on-line format (through the on-line survey program "Survey Monkey" and in hard copy. The on-line survey will be promoted through the project website. A hard copy version of the survey will be made available at the first round of community events, as outlined in Task 2.5. The survey will be exploratory, emphasizing:

1. Current and desired walking/bicycling/transit travel patterns in Kern County and the specific communities selected for analysis.
2. Origins and destinations (understanding that some destinations may lie in neighboring communities).
3. Facility type preference (e.g., trails, bike lanes, sidewalk, transit interface locations)
4. Safety issues and mobility challenges.

Consultant will compile survey responses and summarize key findings and conclusion in the Administrative Draft Active Transportation Plan.

#### Task 2.5: Community Events

Consultant will host two (2) major rounds of community events over the course of the Active Transportation Plan planning effort; each round of events spanning between five (5) and seven (7) consecutive days. Events may occur during mornings, afternoons, evenings and weekends depending on the finalized schedule as defined in the Community and Stakeholder Outreach Plan. The first round of events will occur upon completion of Working Paper #1 (Existing Conditions). The second round of events will occur upon completion of the Public Draft Active Transportation Plan.

At each event, the Consultant will prepare:

1. Media press releases
2. Agendas
3. Project related maps (utilizing maps from project deliverables)
4. Display boards
5. Sign-in sheets
6. Bullet point summary of input received (to be included in the Public Draft Active Transportation Plan)

Between one (1) and three (3) Consultant team members will attend and facilitate the meetings and events. If resources are available, Consultant will provide for Spanish.

Kern COG will arrange logistics, including establishing meeting/event dates and times, locations and light refreshments.

#### Community Workshop #1

Consultant will hold the first round of workshops upon completion of Working Paper #1 (Existing Conditions and Needs Analysis). The purpose of the workshop is to:

1. Engage stakeholders
2. Inform community residents of the Active Transportation Plan process.
3. Identify concerns
4. Obtain feedback and brainstorm ideas to enhance walking and bicycling in Kern County.

The format of the workshops will be “open house,” where participants move between topic stations. Each station will be staffed with a Consultant team member and/or a Kern COG or local agency staff member. Consultant will facilitate between three (3) and four (4) community workshops during the first round of community events, however the specific number of workshops will depend on staff availability

within the confines of other scheduled outreach events (e.g., pop-up workshops, walk audits, agency/stakeholder interviews).

#### Community Workshop #2.

Consultant will conduct the second set of workshops upon completion of the Public Draft Active Transportation Plan. Consultant team members will answer questions and solicit input on the draft improvements and other recommendations. In order to spark a productive dialog:

1. The workshops may follow an “open house” format, or be based around a series of small group planning exercises.
2. Consultant team members will interact directly with residents.
3. Information may be shared through interactive stations, exhibits, a continuously running PowerPoint presentation, comment forms and boards for feedback.

Consultant will facilitate between three (3) and four (4) community workshops during the second round of community events, however the specific number of workshops will depend on staff availability within the confines of other scheduled outreach events (e.g., pop-up workshops, walk audits, agency/stakeholder interviews).

#### Pop-Up Workshops

Consultant will work with Kern COG and participating communities to identify opportunities to conduct pop-up workshops during each one-week period of community events. Consultant will facilitate between one (1) and three (3) three pop-up workshops during each round of community events, however the specific number of pop-up workshops will depend on staff availability within the confines of other scheduled outreach events (e.g., community workshops, walk audits, agency/stakeholder interviews). The pop-up workshops will occur at existing community events. Kern COG will arrange logistics including coordinating with event providers to arrange a specific location for the pop-up workshops.

#### Walk Audits

During the first week-long round of community events, Consultant will host between four (4) and eight (8) walking audits to assess pedestrian network needs and opportunities. Consultant will work with Kern COG to determine specific areas and routes to focus the walk audits. The walking audits will include the following elements:

1. A short training session to review the process and objectives of the walking audit.
2. During the walking audit, participants will observe conditions and behaviors along the corridor.
3. Participants will identify deficiencies, safety hazards and other barriers to pedestrian travel.
4. Participants will identify other existing travel pattern impacts, specifically transit circulation and access.
5. After the observation period, Consultant will facilitate a discussion with participants, soliciting participants input concerning infrastructure improvements.
6. Consultant will provide maps of the area covered by the walk audit.
7. Consultant will summarize the walking audit through photos, notes and map mark-ups.

## Agency and Stakeholder Interviews.

During each one-week period of community events, Consultant will conduct interviews with local agency and stakeholders to foster more-focused discussion concerning areas of special interest to individual groups or governmental agencies. Consultant will conduct between two (2) and four (4) agency/stakeholder interviews (either in-person or via phone) during each round of community events, however the specific number of interviews will depend on staff availability within the confines of other scheduled outreach events (e.g., community workshops, “pop-up” workshops, walk audits). Consultant will work with Kern COG to identify potential groups to contact, potentially:

1. School Districts
2. Police, fire and emergency responders.
3. Organized advocacy groups
4. Local fitness and public health groups
5. Local government agencies

## Task 2 Deliverables:

- Draft and Final Community and Stakeholder Outreach Plan (PDF)
- PSC list (PDF)
- PSC meeting agendas and bullet point summaries (PDF)
- PSC meeting attendance and facilitation (three (3) meetings)
- Project website
- Project web mapping tool
- Community survey (on-line and paper format)
- Community survey results (as part of Administrative Draft Active Transportation Plan)
- Two rounds of community events (each round between five (5) and seven (7) days in length), including workshops, pop-up workshops, eight walk audits, and agency/stakeholder interviews (specific number of each event will depend on schedule)
- Community event media releases, agendas, presentation materials, sign-in sheets, comment cards and bullet point summaries

## TASK 3: EXISTING CONDITIONS AND NEEDS ANALYSIS

### Task 3.1: Plan and Policy Review

Consultant will review local and regional background documents and plans as they relate to the Kern region’s bicycling and pedestrian environment. Kern COG will provide the documents in electronic format to Consultant. Consultant will summarize key elements of each plan and how they relate to developing a Kern Region Active Transportation Plan. The plan and policy review will include the following:

1. Kern County Bicycle Master Plan and Complete Streets Recommendations.
2. Metropolitan Bakersfield Bicycle Plan.
3. California City Bicycle Plan.
4. Tehachapi Bicycle Plan.
5. McFarland Bicycle Plan.

6. Wasco Bicycle Plan.
7. Kern River Bike Path Extension Study.
8. California Statewide Bicycle and Pedestrian Plan (currently under development).
9. Transit Development Plans (Shafter/Wasco/SR 43; South Kern, Rosamond/Mojave).
10. Delano Long-range Transit Plan.
11. Bakersfield High Speed Rail Station Area Plan (currently under development).
12. Local Capital Improvement Plans, as available, for the Kern Region Active Transportation Plan focus areas, as defined in Table 1 of this scope (to identify Active Transportation infrastructure improvement projects).

Consultant will summarize the plan and policy review in Working Paper #1 Existing Conditions and Needs Analysis.

### Task 3.2 Existing Infrastructure and Activities Review

Consultant will consolidate existing available data (provided by Kern COG in a ready-to-use GIS-compatible format) on existing bicycle and pedestrian infrastructure and activity patterns. Consultant will add new information collected through targeted field observations (described below) and the walk audits.

Consultant, in cooperation with Kern COG and the PSC, will develop an agreed upon list of targeted corridors and locations to conduct field observation. Consultant will conduct these field observations at a planning-level scale using:

1. Field notes.
2. Field measurements using GIS/GPS technology
3. Digital photography, including aerial photography

Based on available data and targeted field investigations, Consultant will identify system opportunities and constraints, and record site specific metrics including facility condition, key gaps and obstacles.

Consultant, at a county-wide scale, will summarize and map the data and field review findings to assess the Kern region's existing walking and bicycling network within the following context:

1. Connectivity to desired locations.
2. Network completeness
3. Transit connections and connectivity
4. Ability to serve places of employment, education, recreation and other major destinations.

Consultant will summarize the infrastructure and activities review in Working Paper #1 (Existing Conditions and Needs Analysis).

### Task 3.3: Demand Analysis

Consultant, using the GIS based methodology known as the Bicycle and Pedestrian Suitability Index (B/PSI), will evaluate current and future bicycling and pedestrian demand throughout the Kern region. The B/PSI will:

1. Quantify factors that impact bicycle and pedestrian activity.
2. Locate network gaps as potential projects
3. Identify key bicycle and pedestrian areas based on supply and demand variables

4. Develop of an overall index of areas with the greatest demand and highest walking and bicycling potential.

Consultant will summarize and map the demand analysis results in Working Paper #1 (Existing Conditions and Needs Analysis).

#### Task 3.4: Collision Analysis

Consultant will utilize California's Statewide Integrated Traffic Records System (SWITRS) to obtain information on reported collisions involving pedestrians and bicyclists (for the latest five-year period of available data) to identify local and county-wide trends regarding:

1. Collision locations
2. Primary collision factors
3. Violation category
4. Movements before the collision
5. Time categories (e.g., peak periods, day/night)
6. Demographics of involved parties (e.g., age, gender)

Consultant will summarize the Collision Analysis in Working Paper #1 (Existing Conditions and Needs Analysis).

#### Task 3.5: Existing Programs Review

Consultant will perform a high-level review and summary of existing local and regional bicycle and pedestrian programs. This review will set the stage for identifying potential programmatic recommendations (described in Task 4.2).

The summary of the existing programs will be included in Working Paper #1 (Existing Conditions and Needs Analysis).

#### Task 3.6: Transit/Active Transportation Interface Needs

Consultant will summarize and assess the Kern region's transit/active transportation interface by several metrics, including:

1. Identification of key bicycle/pedestrian/fixed route connection points, such as intermodal hubs, transit centers and major transit stops (partially based on existing available transit route- and stop-level ridership data provided by Kern COG).
2. Identification of user safety, accessibility and comfort issues through a review of existing collision data, walking audit findings and stakeholder engagement.
3. Identification of future transit stations and corridors, especially as it relates to the proposed California High Speed Rail Project.

Consultant will summarize the transit/active transportation interface needs in Working Paper #1 (Existing Conditions and Needs Analysis).

#### Task 3 Deliverables:

- Working Paper #1 (Existing Conditions and Needs Analysis) (PDF). Within two weeks of receiving Working Paper #1, the Kern COG Project Manager will compile all comments from reviewers and provide a single list of non-contradictory comments (and resulting Kern COG direction for each

comment) to Consultant. Consultant will incorporate the updates into the Administrative Draft Active Transportation Plan.

## TASK 4: RECOMMENDED PEDESTRIAN AND BICYCLE NETWORKS, PROGRAMS AND SUPPORT FACILITIES

### Task 4.1: Recommended Pedestrian and Bicycle Network Maps and Project Lists

Consultant, based on the existing conditions and needs analysis, community/stakeholder outreach, inventory of projects listed in adopted plans and direction from staff and the PSC will develop a recommended pedestrian and bicycle network for the Kern Region Active Transportation Plan focus areas, as defined in Table 1 of this scope. Depending on the specific community under focus, some recommendations may involve confirming or providing minor updates to recently adopted bicycle and pedestrian master plans. The recommended network will be developed with consideration for:

1. A variety of users with different mobility levels.
2. Enhancing local non-motorized connections.
3. Creating seamless links with the regional active transportation network.

Consultant will prepare a map for each Kern Region Active Transportation Plan focus area, as defined in Table 1 of this scope, depicting existing, funded and proposed bicycle and pedestrian projects based on available information. Consultant will also produce a project list in a tabular (sortable by data field) format for each community. Each project will include:

1. The project name
2. Proposed facility type
3. Segment end points
4. Segment length
5. Planning-level cost estimate
6. Agency with authority for implementation efforts

Consultant will also categorize projects by facility type. Facility types may include:

1. Local and regional bikeways (e.g., Class I/II/III/IV facilities)
2. Pedestrian spot improvements (e.g., sidewalk infill, crossing enhancements)
3. Support facilities (e.g., short/long term bicycle parking, trailheads, wayfinding)
4. Facility type not specified, but future study warranted (e.g., trail feasibility studies, bike sharing studies, signal timing enhancements, other improvements requiring additional investigation).

Consultant will integrate the recommended pedestrian and bicycle network maps and project lists for each community into Working Paper #2 (Recommendations). Consultant will consolidate active transportation infrastructure recommendations for the Metropolitan Bakersfield Area (as defined in the 2020 Plan area).

#### Task 4.2: Programmatic Recommendations

Based on stakeholder interviews and the review of existing bicycle/pedestrian programs, Consultant will develop local and regional education, encouragement, enforcement and evaluation recommendations.

These recommendations will include:

1. High-level information about each program's purpose.
2. Likely and potential partner organizations for each program.
3. Potential funding sources for each program.
4. Links to model programs such as bike sharing, bike to work month, crosswalk enforcement actions, and establishing benchmarks to measure active transportation plan implementation progress.

Consultant will integrate the programmatic recommendations in Working Paper #2 (Recommendations).

#### Task 4 Deliverables:

- Working Paper #2 (Recommendations), to be integrated into Task 5 deliverables.

### TASK 5: IMPLEMENTATION PLAN

#### Task 5.1: Planning Level Cost Estimates

Consultant will produce a matrix listing planning-level cost estimates for the finalized list of pedestrian and bicycle network improvement projects as developed in Task 4. The matrix will include:

1. Base project cost estimate
2. Design estimate (expressed as a percentage of the base project cost estimate)
3. Engineering estimate (expressed as a percentage of the base project cost estimate)
4. Site preparation estimate (expressed as a percentage of the base project cost estimate)
5. Contingency estimate (expressed as a percentage of the base project cost estimate)

Consultant will use the latest unit costs, soft costs and planning-level percentages for design, engineering, site preparation and contingency provided by Kern COG. For projects gleaned from previously-adopted plans, Consultant will adjust the planning-level cost estimates based on an inflation factor supplied by Kern COG.

Consultant will include the planning-level cost estimates in the bicycle and pedestrian project list developed for Working Paper #2 (Recommendations).

#### Task 5.2: Project Evaluation Criteria

Consultant will prepare between five (5) and seven (7) project evaluation criteria which will be used to measure the relative importance of each recommended bicycle and pedestrian improvement.

Consultant will collaborate with Kern COG and the PSC to develop an agreed-upon list of criteria, with potential criteria including:

1. Corrects an immediate safety need (partially based on SWITRS collision data and analysis).
2. Enhances system connectivity and continuity.
3. Proximity to major trip attractors and generators (e.g., schools, employment, shopping,).
4. Community identified improvements.
5. Feasibility (e.g., estimated timeframe, project readiness, one-time opportunity).

6. Gap closure/link creation
7. Equity (e.g., proximity to disadvantaged populations).
8. Health (e.g., proximity to populations with few active transportation opportunities).
9. Potential user demand (partially based on bicycle and pedestrian count data).
10. Proximity to transit.
11. Cost.
12. Consistency with other plans.

Consultant will develop the draft project evaluation criteria and include it in Working Paper #1 (Existing Conditions and Needs Analysis).

#### Task 5.3: Project Prioritization Matrices

Consultant will produce a project prioritization matrix for each Kern Region Active Transportation Plan focus area, as defined in Table 1 of this scope, which will be used to measure each recommended project against the finalized evaluation criteria. Projects will be categorized as short-term, medium-term and long-term priorities. Consultant will integrate the project prioritization matrix for each community into Working Paper #2 (Recommendations).

#### Task 5.4: Operations and Maintenance Recommendations

Consultant will develop operations and maintenance guidelines (a recommended schedule) for active transportation infrastructure, including:

1. Pavement resurfacing
2. Bike lane sweeping
3. Signage and markings upgrades
4. Vegetation trimming
5. Soft surface trail upkeep
6. Bicycle parking rack repair

Consultant will summarize these recommendations in Working Paper #2 (Recommendations).

#### Task 5.5: Funding Strategies

Consultant will prepare a summary of federal, state, regional, local, private and other funding sources that could be utilized to finance active transportation improvements. The summary will be included in Working Paper #2 (Recommendations).

#### Task 5 Deliverables:

- Working Paper #2 (Recommendations) (PDF). Within two weeks of receiving Working Paper #2, the Kern COG Project Manager will compile all comments from reviewers and provide a single list of non-contradictory comments (and resulting Kern COG direction for each comment) to Consultant. Consultant will incorporate the updates into the Administrative Draft Active Transportation Plan.

## TASK 6: DRAFT AND FINAL PLAN

### Task 6.1: Administrative Draft Plan

Consultant will prepare an Administrative Draft Kern Region Active Transportation Plan for Kern COG and the PSC to review. The Administrative Draft Plan will be comprised from Working Papers #1 and #2. The document will include stand-alone recommendations chapters for each Kern Region Active Transportation Plan focus area, as defined in Table 1 of this scope. The Administrative Draft Plan will include the following items to achieve Active Transportation Program compliance:

1. Estimated number of existing active transportation users and the estimated increase in users based on the implementation of the Active Transportation Plan.
2. Map and description of existing and proposed land use and settlement patterns.
3. Map and description of existing and proposed pedestrian and bicycle infrastructure.
4. Map and description of existing and proposed bicycle parking and other end-of-trip facilities (such as facilities of changing and storing clothing and equipment) and multi-modal connections.
5. Description of existing and proposed active transportation education, encouragement, enforcement and evaluation programs.
6. Description and summary of community involvement in the development of the Plan.
7. Description of how the Plan coordinates (and is consistent) with other local or regional transportation plans, air quality plans or energy conservation plans.
8. Description of the project prioritization (implementation) plan.
9. Summary of past expenditures for pedestrian and bicycle facilities and the future financial requirement to implement proposed projects.

Consultant will submit the Administrative Draft Plan for Kern COG and the PSC to review. Within two weeks of receiving the Administrative Draft Plan, the Kern COG project manager will compile all comments from reviewers and will provide a single list of non-contradictory comments, with resulting Kern COG direction for each comment, to the Consultant. Consultant will incorporate the updates into the Public Draft Active Transportation Plan.

### Task 6.2: Public Draft Plan

Consultant will present the Public Draft Plan in the second round of community events as described in Task 2.5, Community Events. Consultant will compile public comments and prepare a Comments and Responses matrix. The matrix will be available on Google Sheets, an on-line and live format. Within two weeks of receiving the Comments and Responses matrix, Kern COG, with PSC involvement, will prepare a single list of non-contradictory directions for each comment and provide that to Consultant.

### Task 6.3: Final Plan

Consultant will prepare the Final Kern Region Active Transportation Plan based on agreed-upon changes from the Comments and Responses Matrix as described in Task 6.2.

### Task 6.4: Project Close Out and Digital File Appendix

Consultant will prepare a Digital Project Appendix – a digital file delivery containing source files of the Final Plan documents, GIS files of recommended bicycle and pedestrian projects, original graphics and designs, photographs and other project files.

## Task 6 Deliverables:

- Administrative Draft Active Transportation Plan in both a Microsoft Word program and Adobe PDF format.
- Public Draft Active Transportation Plan in both a Microsoft Word program and Adobe PDF format.
- Comments and Responses Matrix in Google Sheets.
- Final Active Transportation Plan in both a Microsoft Word program and Adobe PDF format, and one (1) printed, reproducible color copy.
- Digital File Appendix (Compact Disc with native files).

## TASK 7: FINAL PLAN PRESENTATIONS

### Task 7.1: City Council Presentations

Consultant will spend between two (2) and three (3) back-to-back days and evenings presenting the Final Active Transportation Plan to the City Councils of each community. One Consultant team member will attend the presentations. Kern COG will arrange meeting logistics, including meeting date, time, location and noticing.

Consultant will prepare a presentation that will have the ability to be presented by Kern COG staff, PSC members or other jurisdictional staff.

Consultant will post the final presentation on the project website (Task 2.3) for broader public exposure and consumption.

This task will be initiated upon completion of the Final Active Transportation Plan (Task 6.3). No further changes to the document will be made after the City Council presentations.

### Task 7.2: Kern COG Presentations

Consultant will present the Final Active Transportation Plan the following Kern COG committees:

1. Transportation Technical Advisory Committee
2. Regional Planning Technical Advisory Committee
3. Transportation Planning Policy Committee.

Consultant will also present the Final Active Transportation Plan to the Kern County Board of Supervisors.

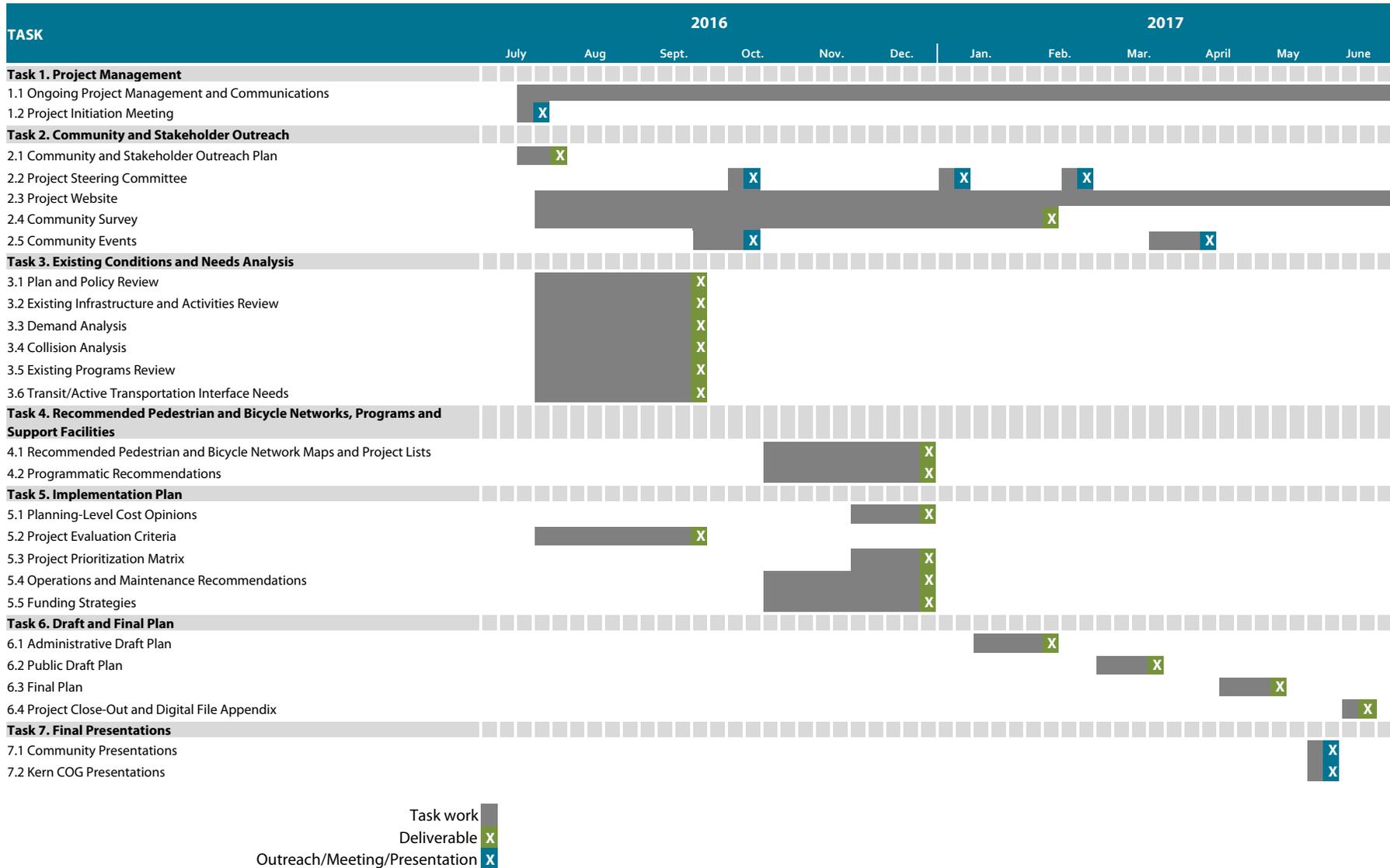
One Consultant team member will attend the presentations on two back-to-back days and evenings in Bakersfield. Kern COG will arrange meeting logistics, including meeting date, time, location and noticing.

This task will be initiated upon completion of the Final Active Transportation Plan (Task 6.3). No further changes to the document will be made after the Kern COG presentations.

Task 7 Deliverables:

- Final presentations to City Councils (between two (2) and three (3) back-to-back days and evenings)
- Final presentations to Kern COG committees and Board of Supervisors (two (2) back-to-back days and evenings)
- Web-ready presentation for project website

# Exhibit "B" Schedule



# Exhibit "C" Budget

Task	Alta Planning + Design														Total Task Hours	Total Task Cost
	Principal-in-Charge		Project Manager/ Senior Planning Associate		Assistant Project Manager/ Senior Planner		Senior Planner		Planner		Planner/Translation Rodrigo Garcia-Resendiz		Project Coordinator			
	Brett Hondorp		Rory Renfro		Ryan Johnson		Chester Harvey		Emily Tracy				Sarah Goss			
	Direct Labor Rate		\$100.95		\$42.07		\$36.14		\$34.14		\$24.51		\$26.44			
	Overhead (164.49%)		\$166.05		\$69.20		\$59.45		\$56.16		\$40.32		\$43.49		\$39.54	
	Fee (10%)		\$26.70		\$11.13		\$9.56		\$9.03		\$6.48		\$6.99		\$6.36	
	<b>Combined Hourly Billing Rate</b>		<b>\$293.70</b>		<b>\$122.40</b>		<b>\$105.15</b>		<b>\$99.33</b>		<b>\$71.31</b>		<b>\$76.92</b>		<b>\$69.94</b>	
	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost		
<b>Task 1. Project Management</b>	<b>2</b>	<b>\$587</b>	<b>158</b>	<b>\$19,339</b>	<b>16</b>	<b>\$1,682</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>12</b>	<b>\$839</b>	<b>188</b>	<b>\$22,448</b>
1.1 Ongoing Project Management and Communications	0	\$0	140	\$17,136	0	\$0	0	\$0	0	\$0	0	\$0	12	\$839	152	\$17,975
1.2 Project Initiation Meeting	2	\$587	18	\$2,203	16	\$1,682	0	\$0	0	\$0	0	\$0	0	\$0	36	\$4,473
<b>Task 2. Community and Stakeholder Outreach</b>	<b>7</b>	<b>\$2,056</b>	<b>124</b>	<b>\$15,177</b>	<b>244</b>	<b>\$25,655</b>	<b>48</b>	<b>\$4,768</b>	<b>121</b>	<b>\$8,628</b>	<b>160</b>	<b>\$12,308</b>	<b>44</b>	<b>\$3,077</b>	<b>908</b>	<b>\$71,670</b>
2.1 Community and Stakeholder Outreach Plan	1	\$294	16	\$1,958	16	\$1,682	0	\$0	0	\$0	0	\$0	0	\$0	33	\$3,934
2.2 Project Steering Committee	6	\$1,762	40	\$4,896	36	\$3,785	0	\$0	0	\$0	0	\$0	0	\$0	82	\$10,443
2.3 Project Website	0	\$0	16	\$1,958	24	\$2,523	24	\$2,384	56	\$3,993	0	\$0	0	\$0	120	\$10,859
2.4 Community Survey	0	\$0	12	\$1,469	8	\$841	0	\$0	32	\$2,282	0	\$0	24	\$1,679	76	\$6,270
2.5 Community Events	0	\$0	40	\$4,896	160	\$16,823	24	\$2,384	33	\$2,353	160	\$12,308	20	\$1,399	597	\$40,163
<b>Task 3. Existing Conditions and Needs Analysis</b>	<b>8</b>	<b>\$2,350</b>	<b>80</b>	<b>\$9,792</b>	<b>120</b>	<b>\$12,617</b>	<b>100</b>	<b>\$9,933</b>	<b>112</b>	<b>\$7,987</b>	<b>60</b>	<b>\$4,615</b>	<b>0</b>	<b>\$0</b>	<b>540</b>	<b>\$47,294</b>
3.1 Plan and Policy Review	1	\$294	12	\$1,469	12	\$1,262	0	\$0	40	\$2,852	0	\$0	0	\$0	65	\$5,877
3.2 Existing Infrastructure and Activities Review	1	\$294	16	\$1,958	40	\$4,206	0	\$0	0	\$0	60	\$4,615	0	\$0	177	\$11,073
3.3 Demand Analysis	3	\$881	20	\$2,448	32	\$3,365	60	\$5,960	0	\$0	0	\$0	0	\$0	115	\$12,653
3.4 Collision Analysis	1	\$294	12	\$1,469	12	\$1,262	40	\$3,973	0	\$0	0	\$0	0	\$0	65	\$6,997
3.5 Existing Programs Review	1	\$294	12	\$1,469	12	\$1,262	0	\$0	40	\$2,852	0	\$0	0	\$0	65	\$5,877
3.6 Transit/Active Transportation Interface Needs	1	\$294	8	\$979	12	\$1,262	0	\$0	32	\$2,282	0	\$0	0	\$0	53	\$4,817
<b>Task 4. Recommended Pedestrian and Bicycle Networks, Programs and Support Facilities</b>	<b>4</b>	<b>\$1,175</b>	<b>24</b>	<b>\$2,938</b>	<b>32</b>	<b>\$3,365</b>	<b>40</b>	<b>\$3,973</b>	<b>32</b>	<b>\$2,282</b>	<b>20</b>	<b>\$1,538</b>	<b>0</b>	<b>\$0</b>	<b>172</b>	<b>\$15,270</b>
4.1 Recommended Pedestrian and Bicycle Network Maps and Project Lists	3	\$881	16	\$1,958	24	\$2,523	40	\$3,973	0	\$0	20	\$1,538	0	\$0	123	\$10,875
4.2 Programmatic Recommendations	1	\$294	8	\$979	8	\$841	0	\$0	32	\$2,282	0	\$0	0	\$0	49	\$4,396
<b>Task 5: Implementation Plan</b>	<b>5</b>	<b>\$1,469</b>	<b>36</b>	<b>\$4,406</b>	<b>44</b>	<b>\$4,626</b>	<b>72</b>	<b>\$7,152</b>	<b>52</b>	<b>\$3,708</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>209</b>	<b>\$21,361</b>
5.1 Planning-Level Cost Estimates	1	\$294	8	\$979	8	\$841	24	\$2,384	0	\$0	0	\$0	0	\$0	41	\$4,498
5.2 Project Evaluation Criteria	1	\$294	4	\$490	8	\$841	16	\$1,589	0	\$0	0	\$0	0	\$0	29	\$3,214
5.3 Project Prioritization Matrix	1	\$294	8	\$979	8	\$841	32	\$3,178	0	\$0	0	\$0	0	\$0	49	\$5,293
5.4 Operations and Maintenance Recommendations	1	\$294	8	\$979	4	\$421	0	\$0	20	\$1,426	0	\$0	0	\$0	33	\$3,120
5.5 Funding Strategies	1	\$294	8	\$979	16	\$1,682	0	\$0	32	\$2,282	0	\$0	0	\$0	57	\$5,237
<b>Task 6: Draft and Final Plan</b>	<b>18</b>	<b>\$5,287</b>	<b>84</b>	<b>\$10,281</b>	<b>108</b>	<b>\$11,356</b>	<b>132</b>	<b>\$13,111</b>	<b>136</b>	<b>\$9,698</b>	<b>0</b>	<b>\$0</b>	<b>1</b>	<b>\$70</b>	<b>479</b>	<b>\$49,803</b>
6.1 Administrative Draft Plan	8	\$2,350	32	\$3,917	40	\$4,206	48	\$4,768	48	\$3,423	0	\$0	0	\$0	176	\$18,663
6.2 Public Draft Plan	6	\$1,762	24	\$2,938	32	\$3,365	44	\$4,370	44	\$3,138	0	\$0	0	\$0	150	\$15,572
6.3 Final Plan	4	\$1,175	24	\$2,938	32	\$3,365	40	\$3,973	44	\$3,138	0	\$0	0	\$0	144	\$14,588
6.4 Project Close-Out and Digital File Appendix	0	\$0	4	\$490	4	\$421	0	\$0	0	\$0	0	\$0	1	\$70	9	\$980
<b>Task 7: Final Plan Presentations</b>	<b>0</b>	<b>\$0</b>	<b>64</b>	<b>\$7,833</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>64</b>	<b>\$7,833</b>
7.1 Community Presentations	0	\$0	36	\$4,406	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	36	\$4,406
7.2 Kern COG Presentations	0	\$0	28	\$3,427	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	28	\$3,427
<b>Tasks Subtotal</b>	<b>44</b>	<b>\$12,923</b>	<b>570</b>	<b>\$69,767</b>	<b>564</b>	<b>\$59,302</b>	<b>392</b>	<b>\$38,936</b>	<b>453</b>	<b>\$32,303</b>	<b>240</b>	<b>\$18,462</b>	<b>57</b>	<b>\$3,987</b>	<b>2,560</b>	<b>\$235,679</b>

Direct Costs		
		Amount
Printing		\$1,000
Travel Expenses		\$18,290
<b>Direct Costs Subtotal</b>		<b>\$19,290</b>

Subconsultants		
		Amount
Local Government Commission	453	\$40,080
California Walks	301	\$37,290
<b>Subconsultants Subtotal</b>	<b>754</b>	<b>\$77,370</b>

Proposal Grand Total		
	Hours	Cost
	<b>3,314</b>	<b>\$332,339</b>

## Exhibit D

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

The Consultant, under penalty of perjury, certifies that, except as noted below, he/she or any person associated therewith in the capacity of owner, partner, director, officer, manager:

is not currently under suspension, debarment, voluntary exclusion, or determination of ineligibility by any federal agency;

has not been suspended, debarred, voluntarily excluded or determined ineligible by any federal agency within the past 3 years;

does not have a proposed debarment pending; and

has not been indicted, convicted, or had a civil judgment rendered against it by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past 3 years.

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

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

\_\_\_\_\_  
(Consultant)

\_\_\_\_\_  
Date



July 21, 2016

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi,  
Executive Director

By: Raquel Pacheco,  
Regional Planner

SUBJECT: TPPC AGENDA NUMBER V.  
2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM – DRAFT AMENDMENT NO. 20

DESCRIPTION:

Amendment No. 20 includes changes to the State Highway/Regional Choice Program, State Highway Operations and Protection Program (SHOPP), and Safety Program. The amendment was circulated to the Transportation Technical Advisory Committee via email July 8, 2016.

DISCUSSION:

Amendment No. 20 includes changes to the State Highway/Regional Choice Program, State Highway Operations and Protection Program (SHOPP), and Safety Program. Amendment No. 20 is financially constrained, has been submitted through the interagency consultation process, and includes:

**STATE HIGHWAY/REGIONAL CHOICE PROGRAM**

The County of Kern requests to move existing project for preliminary engineering phase only from a prior year to fiscal year 16/17. Please see record KER130103 in Attachment for details.

**STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM (SHOPP)**

- The State Department of Transportation requests to revise existing record for Collision Reduction. Please see record KER120202 in Attachment for details.
- The State Department of Transportation requests to add a new record for Highway Maintenance. Please see record KER160206 in Attachment for details.

**SAFETY PROGRAM**

The State Department of Transportation requests to add a new record for Railway-Highway Crossing. Please see record KER160601 in Attachment for details.

**Review Process**

The public review period for this amendment began July 8, 2016 and concludes July 22, 2016. A public hearing will be held July 21, 2016. As allowed per Kern COG's Public Information Policies and Procedures and the FTIP Amendment Policy, no board action is required for this amendment. The Kern COG Executive Director is expected to sign the final amendment July 25, 2016. State and federal approval is required. The expected federal approval date is September 2016.

Attachment: "Interagency Consultation Memo" dated July 8, 2016

**OPEN PUBLIC HEARING      HEAR COMMENTS      CLOSE PUBLIC HEARING**

ACTION: Open the public hearing, take public comment, and close public hearing.



July 8, 2016

To: Interagency Consultation Partners and Public  
From: Raquel Pacheco, Regional Planner  
Subject: **Availability of Draft Amendment No. 20 to the 2015 FTIP for Interagency Consultation and Public Review**

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Kern COG is proposing a formal amendment (Type #3) to its regionally approved 2015 Federal Transportation Improvement Program (FTIP). The 2015 FTIP is the programming document that identifies four years (FY 14/15, FY 15/16, FY 16/17, and FY 17/18) of federal, state and local funding sources for projects in Kern County. Draft Amendment No. 20 introduces new/revised projects in the following programs: State Highway/Regional Choice Program, State Highway Operation and Protection Program (SHOPP), and Safety Program. Documentation associated with this amendment is provided as indicated below.

- **Project List:** Attachment 1 includes a summary of programming changes that result from Amendment No. 20 to the 2015 FTIP. These project and/or project phases are consistent with the 2014 Regional Transportation Plan (RTP), which was adopted June 19, 2014. The attachment also includes the “CTIPS” printout for the proposed project changes.
- **Updated Financial Plan:** Attachment 2 – The Financial Plan from the 2015 FTIP has been updated to include the project list as provided in Attachment 1. The appropriate grouped project list has been updated as well.
- **Conformity Requirements:** The proposed project changes have been determined to be exempt from the requirement that a conformity determination and/or regional emissions analysis be performed per 40 CFR 93.126, 93.127, or 93.128. Because the projects and/or project phases are exempt, no further conformity determination is required. In addition, the projects and/or project phases contained in Amendment No. 20 do not interfere with the timely implementation of any approved Transportation Control Measures (TCMs).
- **Public Involvement:** Attachment 3 includes the Draft Public Notice.

Kern COG published a notice of public hearing and opens the 14-day public comment period July 8, 2016. The public hearing is scheduled for July 21, 2016. Comments may be submitted in writing by 5 P.M. July 22, 2016. No Kern COG Board action is required. The Kern COG Executive Director will consider adoption of the proposed amendment July 25, 2016. Kern COG anticipates State and Federal approval by September 2016. Amendment No. 20 documentation is available at: [www.kerncog.org](http://www.kerncog.org)

In conclusion, the 2015 FTIP meets all applicable transportation planning requirements per 23 CFR Part 450, 40 CFR Part 93, and conforms to the applicable SIPs, and does not interfere with the timely implementation of approved TCMs. If you have questions regarding this amendment, please contact Raquel Pacheco at (661) 861-2191 or [rpacheco@kerncog.org](mailto:rpacheco@kerncog.org)

**ATTACHMENT 1**

**Caltrans Summary of Changes**

**“CTIPS” Printout - Revised Records**

## Caltrans Summary of Changes

Amendment Type:  
Amendment #:

Formal

20

Existing or New Project	MPO FTIP/RTP ID	PROJECT TITLE	FFY of Current Programming	FFY to be Programmed	Phase	Fund Source	% Cost Increase/Decrease	DESCRIPTION OF CHANGE
Existing	KER130103	IN KERN COUNTY: SEVENTH STANDARD RD FROM EAST OF GALPIN ST TO WEST OF SR43; GRADE SEPARATION & WIDENING PHASE II	Prior Year	FFY 16/17	PE	Demo	N/A	Revise project description; move \$400,000 prior year to FY 16/17
			Prior Year	FFY 16/17	PE	Local	N/A	move \$80,000 prior year to FY 16/17
Existing	KER120202	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SHOPP COLLISION REDUCTION PROGRAM	FFY 17/18	FFY 17/18	CON	SHOPP AC	N/A	Add \$840,000; Add 0U990
New	KER160206	GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION ON THE STATE HIGHWAY SYSTEM - HIGHWAY MAINTENANCE (\$1,226,373 toll credits as part of match)	N/A	FFY 16/17	CON	NHS	N/A	Add \$3,231,000
			N/A	FFY 16/17	CON	STP	N/A	Add \$7,461,000
New	KER160601	GROUPED PROJECTS FOR RAILROAD/HIGHWAY CROSSING	N/A	FFY 15/16	CON	Sec. 130	N/A	Add \$1,374,250

### LEGEND

Demo	2010 Appropriations Earmark
NHS	National Highway System
Sec. 130	Railway Highway Crossing Local Sec. 130
SHOPP AC	State Highway Operations and Protection Program advanced construction
STP	Surface Transportation Program

**ATTACHMENT A - REVISED RECORDS**

**Kern Council of Governments: Amendment No. 20 to the 2015 Federal Transportation Improvement Program**

**PROGRAM: State Highway / Regional Choice Program**

Route Postmile PIN Ste/Fed ID Fund AQ Lead	Description  Total Escalated Cost CTIPS ID	Phase	Program Schedule  (construction costs escalated per Caltrans percentages)						Funding Summary			
			Prior Years	Four Year Element					Local	State	Federal	
				14-15	15-16	16-17	17-18	18-19				19-20
Regional KER130103 Demo Kern Co.	IN KERN COUNTY: SEVENTH STANDARD RD FROM EAST OF GALPIN ST TO WEST OF SR43; GRADE SEPARATION & WIDENING PHASE II  \$480,000 20400000706	PE RW Con  Total			\$480,000						RTP Reference: KER08RTP113 Prior Yr Status: --- Future Cost Est: \$14,000,000  Prior Current \$80,000	\$400,000

**ATTACHMENT A - REVISED RECORDS**

**Kern Council of Governments: Amendment No. 20 to the 2015 Federal Transportation Improvement Program**

**PROGRAM: State Highway Operations and Protection Program**

Route Postmile PIN Ste/Fed ID Fund AQ Lead	Description  Total Escalated Cost CTIPS ID	Phase	Program Schedule  (construction costs escalated per Caltrans percentages)						Funding Summary				
			Prior Years	Four Year Element				Local	State	Federal			
				14-15	15-16	16-17	17-18	18-19	19-20				
Various Various KER160206  NHS/STP 1.10 State	GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION ON THE STATE HIGHWAY SYSTEM - HIGHWAY MAINTENANCE (\$1,226,373 toll credits \$10,692,000 20400000830	PE RW Con   Total			\$10,692,000							RTP Reference: 2014 RTP, Page 6-6 Prior Yr Status: --- Future Cost Est: ---  Prior Current	\$10,692,000
Various Various KER120202  SHOPP-A 1.09 State	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SHOPP COLLISION REDUCTION PROGRAM  \$36,061,000 20400000695	PE RW Con   Total	\$5,224,000	\$3,040,000	\$10,617,000	\$17,180,000						RTP Reference: 2014 RTP, Page 6-6 Prior Yr Status: --- Future Cost Est: ---  Prior Current	\$36,061,000

**ATTACHMENT A - REVISED RECORDS**

**Kern Council of Governments: Amendment No. 20 to the 2015 Federal Transportation Improvement Program**

**PROGRAM: Safety Program**

Route Postmile PIN Ste/Fed ID Fund AQ Lead	Description  Total Escalated Cost CTIPS ID	Phase	Program Schedule (construction costs escalated per Caltrans percentages)						Funding Summary					
			Prior Years	Four Year Element					Local	State	Federal			
				14-15	15-16	16-17	17-18	18-19	19-20					
KER160601  Sec. 130 1.01 Various	GROUPED PROJECTS FOR RAILROAD/HIGHWAY CROSSING  \$1,374,250 20400000831	PE RW Con  Total		\$1,374,250							RTP Reference: 2014 RTP, Page 6-6 Prior Yr Status: --- Future Cost Est: ---  Prior Current			\$1,374,250

**ATTACHMENT A - PRIOR RECORDS**

**Kern Council of Governments: Amendment No. 20 to the 2015 Federal Transportation Improvement Program**

**PROGRAM: State Highway / Regional Choice Program**

Route Postmile PIN Ste/Fed ID Fund AQ Lead	Description  Total Escalated Cost CTIPS ID	Phase	Program Schedule  (construction costs escalated per Caltrans percentages)						Funding Summary			
			Prior Years	Four Year Element						Local	State	Federal
				14-15	15-16	16-17	17-18	18-19	19-20			
Regional KER130103 Demo Kern Co.	IN KERN COUNTY: SEVENTH STANDARD RD FROM SR43 TO SANTA FE WAY; GRADE SEPARATION & WIDENING PHASE II  \$480,000 20400000706	PE \$480,000 RW Con  Total \$480,000									RTP Reference: KER08RTP113 Prior Yr Status: Environmental in Progress Future Cost Est: \$14,000,000  Prior \$80,000 Current \$400,000	

**ATTACHMENT A - PRIOR RECORDS**

**Kern Council of Governments: Amendment No. 20 to the 2015 Federal Transportation Improvement Program**

**PROGRAM: State Highway Operations and Protection Program**

Route Postmile PIN Ste/Fed ID Fund AQ Lead	Description  Total Escalated Cost CTIPS ID	Phase	Program Schedule (construction costs escalated per Caltrans percentages)						Funding Summary				
			Prior Years	Four Year Element									
				14-15	15-16	16-17	17-18	18-19	19-20	Local	State	Federal	
Various Various KER120202  SHOPP-A 1.09 State	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SHOPP COLLISION REDUCTION PROGRAM   \$35,221,000 20400000695	PE RW Con   Total	\$5,224,000   \$5,224,000	\$3,040,000   \$3,040,000	\$10,617,000   \$10,617,000	\$16,340,000   \$16,340,000						RTP Reference: 2014 RTP, Page 6-6 Prior Yr Status: --- Future Cost Est: ---  Prior Current	\$35,221,000

**ATTACHMENT 2**

**Updated Financial Plan**

**Updated Grouped Project Listing**

TABLE 1: REVENUE

**Kern Council of Governments**  
**2014/15 - 2017/18 Federal Transportation Improvement Program**  
**Amendment No. 20**  
 (\$ in 1,000)

Funding Source		4 YEAR (FSTIP Cycle)									
		2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL	
		Amendment		Amendment		Amendment		Amendment			
		Prior	Current	Prior	Current	Prior	Current	Prior	Current		
		No. 17	No. 20	No. 17	No. 20	No. 17	No. 20	No. 17	No. 20		
LOCAL	-- Gas Tax (Subventions to Cities)	\$23,989	\$23,989	\$23,352	\$24,931	\$8,301	\$6,722	\$4,572	\$4,572	\$60,214	
	-- Street Taxes and Developer Fees	\$59,789	\$59,789	\$91,619	\$91,619	\$1,591	\$1,671	\$214,833	\$214,833	\$367,912	
	<b>Local Total</b>	<b>\$83,778</b>	<b>\$83,778</b>	<b>\$114,971</b>	<b>\$116,550</b>	<b>\$9,892</b>	<b>\$8,393</b>	<b>\$219,405</b>	<b>\$219,405</b>	<b>\$428,126</b>	
STATE	SHOPP	\$69,806	\$69,806	\$87,968	\$87,968	\$111,438	\$111,438	\$97,002	\$97,842	\$367,054	
	State Minor Program	\$2,874	\$2,874	\$4,145	\$4,145					\$7,019	
	STIP	\$20,291	\$20,291	\$3,549	\$3,549	\$43,997	\$43,997	\$33,300	\$33,300	\$101,137	
	Proposition 1 B					\$10	\$10	\$76	\$76	\$87	
	Highway Maintenance (HM)	\$5,796	\$5,796	\$5,430	\$5,430		\$10,692			\$21,918	
	Traffic Congestion Relief Program (TCRP)			\$138	\$138	\$1,491	\$1,491			\$1,629	
	Active Transportation Program	\$1,388	\$1,388	\$6,772	\$6,772	\$3,924	\$3,924	\$2,542	\$2,542	\$14,626	
	<b>State Total</b>	<b>\$100,155</b>	<b>\$100,155</b>	<b>\$108,002</b>	<b>\$108,002</b>	<b>\$160,860</b>	<b>\$171,552</b>	<b>\$132,920</b>	<b>\$133,760</b>	<b>\$513,469</b>	
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants	\$12,237	\$12,237	\$12,568	\$16,005	\$7,343	\$1,025	\$6,066	\$6,066	\$35,334	
	5310 - Mobility of Seniors and Individuals with Disabilities	\$1,001	\$1,001							\$1,001	
	5311 - Formula Grants for Rural Areas	\$1,470	\$1,470	\$1,396	\$1,396					\$2,866	
	5339 - Bus and Bus Facilities Formula Grants			\$497	\$3,377	\$94	\$94			\$3,470	
	<b>Federal Transit Total</b>	<b>\$14,708</b>	<b>\$14,708</b>	<b>\$14,460</b>	<b>\$20,777</b>	<b>\$7,436</b>	<b>\$1,119</b>	<b>\$6,066</b>	<b>\$6,066</b>	<b>\$42,671</b>	
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$9,901	\$9,901	\$9,901	\$9,901	\$9,854	\$9,854	\$10,045	\$10,045	\$39,701	
	Corridor Infrastructure Improvement Program	\$33,961	\$33,961	\$67,649	\$67,649					\$101,610	
	High Priority Projects (HPP) and Demo			\$4,492	\$4,492	\$22,362	\$22,762			\$27,254	
	Highway Bridge Program (HBP)	\$1,032	\$1,032	\$575	\$575	\$132	\$132			\$1,739	
	Highway Safety Improvement Program (HSIP)	\$592	\$592	\$1,047	\$1,047	\$4,029	\$4,029	\$1,082	\$1,082	\$6,750	
	Projects of National/Regional Significance	\$81,039	\$81,039	\$8,708	\$8,708	\$6,364	\$6,364			\$96,112	
	Railway Highway Crossings			\$1,374	\$1,374					\$1,374	
	Recreational Trails			\$1,995	\$1,995					\$1,995	
	Safe Routes to School (SRTS)	\$1,492	\$1,492	\$583	\$583					\$2,075	
	Surface Transportation Program (RSTP)	\$10,365	\$10,365	\$10,365	\$10,365	\$10,365	\$11,085	\$10,365	\$11,518	\$43,333	
	Other (see Appendix 5)	\$377	\$377							\$377	
	<b>Federal Highway Total</b>	<b>\$138,760</b>	<b>\$138,760</b>	<b>\$105,317</b>	<b>\$106,691</b>	<b>\$53,106</b>	<b>\$54,226</b>	<b>\$21,491</b>	<b>\$22,644</b>	<b>\$322,320</b>	
<b>Federal Total</b>	<b>\$153,468</b>	<b>\$153,468</b>	<b>\$119,777</b>	<b>\$127,468</b>	<b>\$60,542</b>	<b>\$55,345</b>	<b>\$27,558</b>	<b>\$28,711</b>	<b>\$364,991</b>		
<b>REVENUE TOTAL</b>		<b>\$337,400</b>	<b>\$337,400</b>	<b>\$342,749</b>	<b>\$352,020</b>	<b>\$231,295</b>	<b>\$235,290</b>	<b>\$379,883</b>	<b>\$381,876</b>	<b>\$1,306,586</b>	

MPO Financial Summary Notes:

1. STIP includes IIP and other County RIP for projects that are jointly funded by Caltrans, Inyo County, and Mono County.

2. STIP includes STIP-AC for projects previously funded with TE.

**This financial plan includes 2015 FTIP Amendment No. 19 and 20.**

TABLE 1: REVENUE - APPENDICES

LG: 10/1/2014

**Kern Council of Governments**  
 2014/15 - 2017/18 Federal Transportation Improvement Program  
 Amendment No. 20  
 (\$ in 1,000)

Appendix 5 - Federal Highway Other

Federal Highway Other	2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Transportation & Community & System Preservation Program	\$377	\$377							\$377
<b>Federal Highway Other Total</b>	<b>\$377</b>	<b>\$377</b>							<b>\$377</b>

TABLE 2: PROGRAMMED

**Kern Council of Governments**  
**2014/15 - 2017/18 Federal Transportation Improvement Program**  
**Amendment No. 20**  
**(\$ in 1,000)**

Funding Source		NOTES	4 YEAR (FSTIP Cycle)								CURRENT TOTAL
			2014/15		2015/16		2016/17		2017/18		
			Amendment		Amendment		Amendment		Amendment		
			Prior	Current	Prior	Current	Prior	Current	Prior	Current	
			No. 17	No. 20	No. 17	No. 20	No. 17	No. 20	No. 17	No. 20	
LOCAL	<b>Local Total</b>		\$83,778	\$83,778	\$114,971	\$116,550	\$9,892	\$8,393	\$219,405	\$219,405	\$428,126
STATE	SHOPP		\$69,806	\$69,806	\$87,968	\$87,968	\$111,438	\$111,438	\$97,002	\$97,842	\$367,054
	State Minor Program		\$2,874	\$2,874	\$4,145	\$4,145					\$7,019
	STIP	1,2	\$20,291	\$20,291	\$3,549	\$3,549	\$43,997	\$43,997	\$33,300	\$33,300	\$101,137
	Proposition 1 B						\$10	\$10	\$76	\$76	\$87
	Highway Maintenance (HM)		\$5,796	\$5,796	\$5,430	\$5,430		\$10,692			\$21,918
	Traffic Congestion Relief Program (TCRP)				\$138	\$138	\$1,491	\$1,491			\$1,629
	Active Transportation Program		\$1,388	\$1,388	\$6,772	\$6,772	\$3,924	\$3,924	\$2,542	\$2,542	\$14,626
	<b>State Total</b>		\$100,155	\$100,155	\$108,002	\$108,002	\$160,860	\$171,552	\$132,920	\$133,760	\$513,469
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$12,237	\$12,237	\$12,568	\$16,005	\$7,343	\$1,025	\$6,066	\$6,066	\$35,334
	5310 - Mobility of Seniors and Individuals with Disabilities		\$1,001	\$1,001							\$1,001
	5311 - Formula Grants for Rural Areas		\$1,470	\$1,470	\$1,396	\$1,396					\$2,866
	5339 - Bus and Bus Facilities Formula Grants				\$497	\$3,377	\$94	\$94			\$3,470
	<b>Federal Transit Total</b>		\$14,708	\$14,708	\$14,460	\$20,777	\$7,436	\$1,119	\$6,066	\$6,066	\$42,671
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$9,901	\$9,901	\$8,987	\$8,987	\$9,854	\$9,854	\$9,845	\$9,845	\$38,588
	Corridor Infrastructure Improvement Program		\$33,961	\$33,961	\$67,649	\$67,649					\$101,610
	High Priority Projects (HPP) and Demo				\$4,492	\$4,492	\$22,362	\$22,762			\$27,254
	Highway Bridge Program (HBP)		\$1,032	\$1,032	\$575	\$575	\$132	\$132			\$1,739
	Highway Safety Improvement Program (HSIP)		\$592	\$592	\$1,047	\$1,047	\$4,029	\$4,029	\$1,082	\$1,082	\$6,750
	Projects of National/Regional Significance		\$81,039	\$81,039	\$8,708	\$8,708	\$6,364	\$6,364			\$96,112
	Railway Highway Crossings					\$1,374					\$1,374
	Recreational Trails				\$1,995	\$1,995					\$1,995
	Safe Routes to School (SRTS)		\$1,492	\$1,492	\$583	\$583					\$2,075
	Surface Transportation Program (RSTP)		\$9,252	\$9,252	\$10,365	\$10,365	\$10,365	\$10,365	\$10,365	\$10,365	\$40,347
	Other (see Appendix D)		\$377	\$377							\$377
	<b>Federal Highway Total</b>		\$137,646	\$137,646	\$104,403	\$105,777	\$53,106	\$53,506	\$21,292	\$21,292	\$318,221
<b>Federal Total</b>		\$152,354	\$152,354	\$118,863	\$126,554	\$60,542	\$54,625	\$27,358	\$27,358	\$360,892	
<b>PROGRAMMED TOTAL</b>			\$336,287	\$336,287	\$341,835	\$351,106	\$231,295	\$234,570	\$379,683	\$380,523	\$1,302,487

MPO Financial Summary Notes:

1. STIP includes IIP and other County RIP for projects that are jointly funded by Caltrans, Inyo County, and Mono County.
2. STIP includes STIP-AC for projects previously funded with TE.

**This financial plan includes 2015 FTIP Amendment No. 19 and 20.**

TABLE 2: PROGRAMMED - APPENDICES

LG: 10/1/2014

**Kern Council of Governments**  
 2014/15 - 2017/18 Federal Transportation Improvement Program  
 Amendment No. 20  
 (\$ in 1,000)

Appendix D - Federal Highway Other

Federal Highway Other	2014/15		2015/16		2016/17		2017/18		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Transportation & Community & System Preservation Program	\$377	\$377							\$377
<b>Federal Highway Other Total</b>	<b>\$377</b>	<b>\$377</b>							<b>\$377</b>

**TABLE 3: REVENUE-PROGRAMMED**

**Kern Council of Governments**  
**2014/15 - 2017/18 Federal Transportation Improvement Program**  
**Amendment No. 20**  
**(\$ in 1,000)**

Funding Source		4 YEAR (FSTIP Cycle)								CURRENT TOTAL
		2014/15		2015/16		2016/17		2017/18		
		Amendment		Amendment		Amendment		Amendment		
		Prior No. 17	Current No. 20	Prior No. 17	Current No. 20	Prior No. 17	Current No. 20	Prior No. 17	Current No. 20	
LOCAL	Local Total									
	STATE									
	SHOPP									
	State Minor Program									
	STIP									
	Proposition 1 B									
	Highway Maintenance (HM)									
	Traffic Congestion Relief Program (TCRP)									
	Active Transportation Program									
	State Total									
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants									
	5310 - Mobility of Seniors and Individuals with Disabilities									
	5311 - Formula Grants for Rural Areas									
	5339 - Bus and Bus Facilities Formula Grants									
	Federal Transit Total									
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program			\$914	\$914			\$199	\$199	\$1,113
	Corridor Infrastructure Improvement Program									
	High Priority Projects (HPP) and Demo									
	Highway Bridge Program (HBP)									
	Highway Safety Improvement Program (HSIP)									
	Projects of National/Regional Significance									
	Railway Highway Crossings									
	Recreational Trails									
	Safe Routes to School (SRTS)									
	Surface Transportation Program (RSTP)	\$1,113	\$1,113				\$720		\$1,153	\$2,986
Other										
	Federal Highway Total	\$1,113	\$1,113	\$914	\$914		\$720	\$199	\$1,352	\$4,099
	Federal Total	\$1,113	\$1,113	\$914	\$914		\$720	\$199	\$1,352	\$4,099
<b>REVENUE - PROGRAM TOTAL</b>		<b>\$1,113</b>	<b>\$1,113</b>	<b>\$914</b>	<b>\$914</b>		<b>\$720</b>	<b>\$199</b>	<b>\$1,352</b>	<b>\$4,099</b>

2015 Federal Transportation Improvement Program

# Grouped Project Listings

Kern Council of Governments

**Includes:**

State Highway Operations and Protection Program (SHOPP) - dated 7/5/16

Highway Maintenance

Local Section 130/Grade Crossings (Sec. 130)

Note: Listing is available on the Kern COG website at

<http://www.kerncog.org/federal-transportation-improvement-program>

**Kern Council of Governments**  
**SHOPP Lump Sum by Category and Fund Type**  
**Dollars x \$1000**

**2014**

	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	PE	RW	CON
<b>SHOPP - Bridge Preservation</b>										
Bridge - State (HBRR)	\$72654		\$15,282	\$37,900		\$19,472		\$10,192	\$2,392	\$60,070
TOTAL	\$72654		\$15,282	\$37,900		\$19,472		\$10,192	\$2,392	\$60,070
<b>SHOPP - Collision Reduction</b>										
National Hwy System	\$7643		\$3,063		\$4,580			\$2,097	\$26	\$5,520
Surface Transportation Program	\$27058		\$2,161	\$3,040	\$5,517	\$16,340		\$7,041	\$4,248	\$15,769
TOTAL	\$34701		\$5,224	\$3,040	\$10,097	\$16,340		\$9,138	\$4,274	\$21,289
<b>SHOPP - Emergency Response</b>										
National Hwy System	\$39782		\$2,877	\$9,215	\$27,690			\$3,038	\$1,131	\$35,613
TOTAL	\$39782		\$2,877	\$9,215	\$27,690			\$3,038	\$1,131	\$35,613
<b>SHOPP - Mandates</b>										
National Hwy System	\$11197			\$11,197				\$2,404	\$1,087	\$7,706
TOTAL	\$11197			\$11,197				\$2,404	\$1,087	\$7,706
<b>SHOPP - Mobility</b>										
National Hwy System	\$6,921		\$6,921							\$6,921
TOTAL	\$6,921		\$6,921							\$6,921
<b>SHOPP - Roadway Preservation</b>										
National Hwy System	\$189913		\$39,502	\$26,616	\$63,605	\$60,190		\$16,045	\$284	\$173,584
TOTAL	\$189913		\$39,502	\$26,616	\$63,605	\$60,190		\$16,045	\$284	\$173,584
<b>MPO TOTAL</b>	<b>\$355,168</b>		<b>\$69,806</b>	<b>\$87,968</b>	<b>\$101,392</b>	<b>\$96,002</b>		<b>\$40,817</b>	<b>\$9,168</b>	<b>\$305,183</b>

Additional Preliminary Engineering in FY 16/17

SHOPP - Bridge Preservation \$4595  
 SHOPP - Collision Reduction \$520  
 SHOPP - Roadway Preservation \$4690

Source: 2016 SHOPP email dated 3/30/16

Additional Project in FY 16/17 KER160201

SHOPP - Roadside Preservation \$241

Source: 2016 SHOPP email dated 3/30/16

Additional Preliminary Engineering in FY 17/18

SHOPP - Collision Reduction \$840

Source: 2016 SHOPP email dated 7/5/16

**Kern Council of Governments** KER120201  
**SHOPP Lump Sum by Category and Fund Type**  
**Dollars x \$1000**

**2014**

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
<b>SHOPP - Bridge Preservation</b>									
	10400000354	KER	06	0M260	58	Near Tehachapi, at Sand Canyon Road Undercrossing (Bridge No. 50-0345R). Replace bridge.	752	8	3,730
	10400000360	KER	06	0N960	204	In Bakersfield, on Route 204 at various bridges from north of Route 178 to south of Route 99. Overlay deck, replace joint seals, and paint.	773	7	10,012
	10400000353	KER	06	0K810	99	In Bakersfield, at Airport Drive Bridge No. 50-0266; also on Route 178 at Golden State Avenue Bridge No. 50-0326. Bridge seismic restoration.	1,594	65	8,480
	10400000377	KER	06	0Q180	58	In Tehachapi, at the Summit Overhead Bridge No. 50-343L/R. Upgrade bridge rail	711	27	2,105
	10400000378	KER	06	0Q190	58	Near Tehachapi, at Cache Creek Bridge No.50-346L/R. Replace Bridge.	2,741	120	13,768
	10400000352	KER	06	0K460	46	Near Wasco, at Route 99 Separation Bridge No. 50-0184E (Also Route 99 PM 43.9/44.6). Replace bridge and realign southbound ramps.	3,621	2,165	21,975
<b>SHOPP - Bridge Preservation Total:</b>							<b>10,192</b>	<b>2,392</b>	<b>60,070</b>

**Kern Council of Governments** KER120202  
**SHOPP Lump Sum by Category and Fund Type**  
**Dollars x \$1000**

**2014**

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
<b>SHOPP - Collision Reduction</b>									
	10400000359	KER	06	0E340	99	In Bakersfield at various locations, from 0.1 mile north Planz Road to 0.1 mile north of California Avenue. Improve freeway maintenance worker access.	587	6	2,470
	10400000387	KER	06	0S650	5	Near Bakersfield, from Buena Vista Canal Road to Route 43. Install median high tension cable barrier.	700	30	2,310
	10400000374	KER	06	0Q620	5	Near Buttonwillow, at the northbound and southbound Buttonwillow safety roadside rest areas. Upgrade water and waste water systems.	1,510	20	3,050
	10400000367	KER	06	0P290	155	Near Delano, at Browning Road. Construct a roundabout.	1,113	1,442	2,962
	10400000375	KER	06	0P900	43	Near Bakersfield, at the intersection of Routes 43 and 119. Intersection improvement.	2,671	2,040	5,050
	10400000388	KER	06	0S510	223	In and Near Arvin, at Derby Street. Install traffic signals.	893	419	1,291
	10400000389	KER	06	0S450	99	Near Bakersfield, from Belle Terrace to Minkler Underpass Bridge No. 50-049. Repaint lane lines and add lighting at Interchanges.	970	221	2,785
	10400000372	KER	06	0R020	58	In Bakersfield, west of the southern junction of Routes 58/99. Add high friction surface treatment and install guardrail.	207	4	401
	10400000366	KER	06	0N560	58	In Tehachapi, at Tehachapi Summit Interchange. Widen intersection.	487	92	970
<b>SHOPP - Collision Reduction Total:</b>							<b>9,138</b>	<b>4,274</b>	<b>21,289</b>

**Kern Council of Governments KER150201**  
**SHOPP Lump Sum by Category and Fund Type**  
**Dollars x \$1000**

**2014**

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
<b>SHOPP - Emergency Response</b>									
	10400000392	KER	06	0T410	VAR	In Kern, Tulare and Kings Counties on Route 5, 58, 99, 178, 65, 190, and 198 at various locations. Upgrade irrigation system.	10	0	2,867
	10400000398	KER	06	0U900	5	Near Lebec, from 5.6 miles north of the Los Angeles County line to 7.3 miles south of Route 99. Clear mudslide.	30	0	560
	10400000397	KER	06	0U910	58	Near Tehachapi, from 9.3 east of Route 202 to 5.8 miles west of Route 14. Clear mudslide.	40	0	2,100
	10400000396	KER	06	0U600	99	In and near Bakersfield, McFarland and Delano, from Panama Lane to Avenue O at various locations; also on Route 178, from Route 204 to Oswell Street (PM R2.0/R5.9) at various locations. Drought conservation	50	0	3,100
	10400000391	KER	06	0S610	VAR	In Kern, Kings, and Fresno counties at various locations on Routes 5, 46, 58, 99, 178, and 204. Repair traffic operation and irrigation systems.	2,798	1,131	23,761
	10400000400	KER	06	0V040	5	Near Kettleman City, from 9.9 miles north of Route 46 to 7.6 miles south of Route 41 (also in Kings County on Route 5 from PM 0.0 to 9.0). Repair accelerated pavement failures.	40	0	2,125
	10400000399	KER	06	0V030	99	Near Bakersfield, at Sandrini Road Overcrossing No. 50-0221. Repair bridge high load hit.	70	0	1,100
<b>SHOPP - Emergency Response Total:</b>							<b>3,038</b>	<b>1,131</b>	<b>35,613</b>

**Kern Council of Governments** KER120204  
**SHOPP Lump Sum by Category and Fund Type**  
**Dollars x \$1000**

**2014**

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
<b>SHOPP - Mandates</b>									
	10400000361	KER	06	0P270	43	In the cities of Shafter and Wasco, at various intersections. Construct pedestrian curb ramps.	750	665	1,606
	10400000382	KER	06	0H642	99	In Kern County, at Kern Avenue Pedestrian Overcrossing. Upgrade pedestrian Overcrossing to provide Americans with Disabilities Act compliance.	1,654	422	6,100
<b>SHOPP - Mandates Total:</b>							<b>2,404</b>	<b>1,087</b>	<b>7,706</b>

**Kern Council of Governments** KER140203  
**SHOPP Lump Sum by Category and Fund Type**  
**Dollars x \$1000**

**2014**

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
<b>SHOPP - Mobility</b>									
	10400000381	KER	06	42471	119	Near Dustin Acres, from Elk Hills Road to Tupman Road. Construct truck climbing lanes and widen shoulders.	0	0	6,921
<b>SHOPP - Mobility Total:</b>							<b>0</b>	<b>0</b>	<b>6,921</b>

**Kern Council of Governments** KER120205  
**SHOPP Lump Sum by Category and Fund Type**  
**Dollars x \$1000**

**2014**

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
<b>SHOPP - Roadway Preservation</b>									
	10400000376	KER	06	0G851	58	In Bakersfield from 58/99 Separation to Cottonwood Road. Rehabilitate roadway.	1,771	65	24,780
	10400000386	KER	06	0S750	VAR	In Kern County on Routes 5, 58, 99 and 178 at various locations. Upgrade highway signs and lighting.	494	13	3,693
	10400000384	KER	06	0S280	58	Near Boron, from west of West Boron Overcrossing to the San Bernardino County line. Rehabilitate pavement.	520	11	5,175
	10400000385	KER	06	0S270	395	Near Johannesburg, from the San Bernardino County line to Route 178. Rehabilitate pavement.	519	13	8,400
	10400000383	KER	06	0R150	58	Near Bakersfield, between Tehachapi Creek Bridge and Cache Creek Bridge. Rehabilitate pavement.	1,058	11	19,595
	10400000395	KER	06	0S470	58	Near Bakersfield, from Cottonwood Road to 0.3 mile east of Routes 58/184 Separation. Pavement Rehabilitation.	2,533	58	32,041
	10400000390	KER	06	0R140	99	Near Bakersfield, from north of Herring Road to Pacheco Road (Truck lane-southbound only). Rehabilitate pavement.	2,150	23	26,800
	10400000379	KER	06	0Q280	99	In and near Bakersfield, from Palm Street to Beardsley Canal. Rehabilitate roadway.	7,000	90	53,100
<b>SHOPP - Roadway Preservation Total:</b>							<b>16,045</b>	<b>284</b>	<b>173,584</b>

**SHOPP - Bridge Preservation - continued**  
**KER120201**  
**Preliminary Engineering (in thousands)**

<b>EFIS</b>	<b>CO</b>	<b>Dist</b>	<b>EA</b>	<b>Route</b>	<b>Description</b>	<b>PE</b>
0614000010	KER	6	0Q920	99	In Bakersfield, at Panama Lane Overcrossing and White Lane Overcrossing. Lower highway profile below Overcrossings to accommodate clearance requirement for permit vehicles.	1900
0615000047	KER	6	0S050	166	Near Mettler, at California Aqueduct Bridge No. 50-0323. Bridge rehabilitation	2695

**SHOPP - Collision Reduction - continued**  
**KER120202**  
**Preliminary Engineering (in thousands)**

<b>EFIS</b>	<b>CO</b>	<b>Dist</b>	<b>EA</b>	<b>Route</b>	<b>Description</b>	<b>PE</b>
0613000037	KER	6	0E320	178	In Bakersfield, from M Street to east of Fairfax Road at various locations. Roadside safety improvements.	520
0616000084	KER	6	0U990	65	Near Bakersfield, from Imperial Street to County Line Road. Construct center line and shoulder rumble strips.	840

**SHOPP - Roadway Preservation - continued**  
**KER120205**  
**Preliminary Engineering (in thousands)**

<b>EFIS</b>	<b>CO</b>	<b>Dist</b>	<b>EA</b>	<b>Route</b>	<b>Description</b>	<b>PE</b>
0613000243	KER	6	0Q820	5	Near Lebel, from north Lebec Road to south of Grapevine Road. Rehabilitate drainage systems	1045
0615000211	KER	6	0U100	5	Near Bakersfield, from Route 119 to south of Noriega Road; also on Route 119 from Enos Lane to Route 5 (PM 18.1/19.8). Pavement rehabilitation	885
0615000035	KER	6	0T200	99	In and near Bakersfield, from Route 5 to Panama Lane. Roadway rehabilitation	2760

**SHOPP - Roadside Preservation**

**KER160201**

**Preliminary Engineering (in thousands)**

<b>EFIS</b>	<b>CO</b>	<b>Dist</b>	<b>EA</b>	<b>Route</b>	<b>Description</b>	<b>PE</b>
0615000052	KER	6	0T280	178	In Bakersfield, from Planz Road to north of California Avenue. Upgrade irrigation system to improve water efficiency.	241

7/5/2016

GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION ON THE  
STATE HIGHWAY SYSTEM - HIGHWAY MAINTENANCE (toll credits)

District	Agency	EA5	Project ID #	MPO	* Project Location	Project Description	Total Project Cost	Other/ Local Funds	Funds to be Programmed for PE Support Costs	Funds to be Programmed in R/W Support costs	Funds to be Programmed in Construction Support	Latest Estimated Construction Capital Value In Contract	FTIP Program Year	National Highway System (Y/N)	Fund Source	County	Route	Back Post Mile	Ahead Post Mile
06	Caltrans	06-0T7901	0615000230	KCOG	In Kern Co on Rte 41 from Kern/SLO Co Line to the Kings/Kern Co Line and from Utica Ave to Jct 41/5.	Maintenance Asphalt Overlay	\$3,231,000		\$200,000	\$1,000	\$200,000	\$1,420,000	2016/17	Y	NHS	Ker	41	0.0	4.9
06	Caltrans	06-0T8101	0615000232	KCOG	In Kern Co from 0.5 mi North of Jct 33/46 to the Kern/Kings Co Line and In Kings Co from Kings/Kern Co Line to the Kings/Fresno Co Line and in Fresno Co from Fresno/Kings Co Line to 0.3 mi South of Jacalito Cr.	Maintenance Seal Coat	\$3,813,000		\$178,000	\$1,000	\$184,000	\$1,010,000	2016/17	N	STP	Ker	33	60.7	73
06	Caltrans	06-0V5301	0616000170	KCOG	In Kern Co on Rte 43 from Jct 43/58 West to Santa Fe Way and on Rte 58 from Leslie Ln to Jct 58/5.	Maintenance Asphalt Overlay	\$3,648,000		\$170,000	\$1,000	\$177,000	\$2,160,000	2016/17	N	STP	Ker	43	9.2	16.1
											\$1,140,000	2016/17	N	STP	Ker	58	28.2	31.4	

**Kern Council of Governments  
Caltrans Managed non-SHOPP Program Detail**

**Grouping Category: Local Section 130/Grade Crossings  
Grouped Projects for Railroad/Highway Crossing**

<b>PIN</b>	<b>Implementing Agency</b>	<b>CT ID (USDOT RR Xing No.)</b>	<b>Project Title</b>	<b>Project Description</b>	<b>Program Year (FFY)</b>	<b>Federal Funds</b>	<b>State/Local Funds</b>	<b>Total Project Cost</b>
KER160601	California Department of Transportation, Division of Rail and Mass Transportation/County of Kern	030024V	Railway Crossing Local Sec 130	In the County of Kern at the intersection of Houghton Road and San Joaquin Valley Railroad tracks; Eliminate hazards at railroad grade crossing at intersection of Houghton Road and San Joaquin Valley Railroad	15/16	\$531,250	\$0	\$531,250
	California Department of Transportation, Division of Rail and Mass Transportation/County of Kern	030026J		In the County of Kern at the intersection of Shafter Road and San Joaquin Valley Railroad tracks; Eliminate hazards at railroad grade crossing at intersection of Shafter Road and San Joaquin Valley Railroad	15/16	\$843,000	\$0	\$843,000

**ATTACHMENT 3**

**Draft Kern Public Notice**

## NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that Kern Council of Governments will hold a public hearing at 6:30 P.M. July 21, 2016 at Kern COG's office, 1401 19th Street, Suite 300, Bakersfield, CA 93301 regarding Draft Amendment No. 20 to the 2015 Federal Transportation Improvement Program (FTIP). The hearing is being held to receive public comments.

- The 2015 FTIP is a listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Kern County through 2018.
- There is a State Highway/Regional Choice Program project revision.
- The State Department of Transportation provided new projects lists for state administered programs.
- The Draft 2015 FTIP Amendment No. 20 contains a project list, summary of changes, financial plan, and grouped project listing.

Individuals with disabilities may call Kern COG at (661) 861-2191 with 3-working-day advance notice to request auxiliary aids necessary to participate in the public hearing. Translation services are available (with 3-working-day advance notice) to participate speaking any language with available professional translation services.

A 14-day public review and comment period will begin July 8, 2016 and conclude July 22, 2016. The draft document is available for review at Kern COG's office and on Kern COG's website at [www.kerncog.org](http://www.kerncog.org).

Public comments are welcomed at the hearing, or may be submitted in writing by 5 P.M. July 22, 2016 to Ahron Hakimi at the address below.

After considering the comments, the documents will be considered for approval, by Kern COG Executive Director, July 25, 2016. The documents will then be submitted to state and federal agencies for approval.

Ahron Hakimi, Executive Director  
Kern Council of Governments  
1401 19<sup>th</sup> Street, Suite 300  
Bakersfield, CA 93301  
(661) 861-2191



# VI. TPPC

July 21, 2016

TO: Transportation Planning Policy Committee

FROM: AHRON HAKIMI,  
EXECUTIVE DIRECTOR

By: Rob Ball, Director of Planning;  
Joseph Stramaglia, Project Delivery Team Lead;  
Raquel Pacheco, Regional Planner;  
Becky Napier, Regional Planner;  
Vincent Liu, Regional Planner

SUBJECT: TPPC AGENDA NUMBER VI.  
PUBLIC REVIEW:  
DRAFT 2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP);  
DRAFT 2014 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT NO. 1; AND  
CORRESPONDING DRAFT CONFORMITY ANALYSIS

DESCRIPTION:

The Draft 2017 FTIP, Draft 2014 RTP Amendment #1, and corresponding Draft Conformity Analysis were released on July 6, 2016 for public review and comment. The documents are available on the Kern COG website at [www.kerncog.org](http://www.kerncog.org). The Transportation Technical Advisory Committee has reviewed this item.

DISCUSSION:

The FTIP is a near-term list of transportation projects, while the 2014 RTP is a long-term blueprint for transportation projects. The Air Quality Conformity Analysis demonstrates that both the near- and long-term projects will not delay the region's efforts to improve the air. The timeline as presented on May 19, 2016 was subject to change. Ongoing discussions with state and federal agencies have altered the timeline. The distribution of the Draft documents was delayed due to the availability of conformity budgets; however, final documents will still be sent to the California State Department of Transportation, Federal Highway Administration, and Federal Transit Administration at the end of September. A summary of public comments received will be incorporated into the final documentation as appropriate. Final approval by federal agencies is expected December 2016.

**Timeline for 30-day Review of all documents**

<u>Date</u>	<u>Event</u>
May 4, 2016	<del>Timeline presented to Transportation Technical Advisory Committee (TTAC)</del>
May 19, 2016	<del>Timeline presented to Transportation Planning Policy Committee (TPPC)</del>
July 6, 2016	Public review period begins; <del>Revised Timeline and Draft documents presented to TTAC</del>
July 21, 2016	Draft documents presented to TPPC with public hearing
August 4, 2016	Public review period ends
August 31, 2016	Present Final documents to TTAC to recommend approval
September 15, 2016	Present Final documents to TPPC for adoption
September 23, 2016	Send Final documents with response to comments to state and federal agencies for approval
December 2016	Anticipated federal approval

CDs of the documents were made available to the Transportation Technical Advisory Committee on July 6, 2016. Additional copies of the draft documents are available in printed and digital CD formats, or the documents can be viewed at [www.kerncog.org](http://www.kerncog.org). Public comments may be received in writing through **5 P.M. August 4, 2016**.

**OPEN PUBLIC HEARING      HEAR COMMENTS      CLOSE PUBLIC HEARING**

ACTION: Open the public hearing, take public comment, and close public hearing.