

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

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

WEDNESDAY  
July 6, 2016  
10:00 A.M.

**I. ROLL CALL:**

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

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

**III. APPROVAL OF DISCUSSION SUMMARY: Meeting of May 4, 2016**

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

**Comment:** Review and recommendation of May 2016 Public Transit claim totaling \$1,622,865.

**Action:** Review and approve TDA Public Transit claim received as of June 24, 2016: Delano (FY 2015-16) Transit Claim for \$1,622,865.

**V. 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.

**Action:** Information

**VI. 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 have not been submitted for approval.

**Action:** Information

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

**Comment:** Upcoming amendment schedule for next 2015 FTIP Amendment.

**Action:** Information

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

**Comment:** The Draft 2017 FTIP, Draft 2014 RTP Amendment #1, and corresponding Draft Conformity Analysis are being 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).

**Action:** Information

**IX. ACTIVE TRANSPORTATION PROGRAM APPLICATIONS (Smith)**

**Comment:** The State of California administers the Active Transportation Program, which provides funding for non-motorized transportation such as walking and bicycling. Funding may also be used for active transportation planning and education. A call-for-projects was issued in April 2016 with a submittal deadline of June 15, 2016.

**Action:** Information

**X. MEMBER ITEMS**

**XI. ADJOURNMENT**

The next scheduled meeting for the Transportation Technical Advisory Committee will be Wednesday August 3, 2016.

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

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

WEDNESDAY  
May 4, 2016  
10:00 A.M.

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

**I. ROLL CALL**

MEMBERS PRESENT:

Dennis Speer	City of Ridgecrest
Jay Schlosser	City of Tehachapi
Dennis McNamara	City of McFarland
Pedro Nunez	City of Delano
Bob Neath	Kern County
Karen King	GET
Wayne Clausen	City of Shafter
Craig Jones	City of Taft
Joe West	NOR/CTSA
Craig Platt	City of California City
Ted Wright	City of Bakersfield
Marta Frausto	Caltrans

STAFF:

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

OTHER:

Paul Pineda	Caltrans
Vivian Zamora	City of Delano

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

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

None

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

**IV. MAY TDA PUBLIC TRANSIT AND STREETS AND ROADS CLAIMS TOTALING \$2,013,304**

Mr. Snoddy presented the May TDA Public Transit and Streets and Roads claims for the City of Taft, and the City of Wasco totaling \$2,013,304.

The action requested is to review TDA Public Transit and Streets and Roads claims received as of April 22, 2016 for \$2,013,304 and recommend approval to the Transportation Planning Policy Committee. Mr. Neath made a motion to approve. Mr. McNamara seconded the motion. Motion Carried.

**V. KERN COG PROPOSITION 1B TRANSIT PROJECT UPDATE**

Mr. Snoddy advised that by June 30, 2017, all projects need to be completed and paperwork submitted to Caltrans. Mr. Snoddy informed the committee that they have an approximate balance of \$10,946,015.

Chairman Schlosser asked the committee members that were present and had a project on list, to give a brief update. The cities of Bakersfield, Arvin, Taft, Ridgecrest, County of Kern & GET gave brief updates on their projects.

This item was for information only.

**VI. TIMELINE FOR:  
2014 REGIONAL TRANSPORTATION PLAN AMENDMENT #1;  
2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM; AND  
CORRESPONDING AIR QUALITY CONFORMITY ANALYSIS;**

Ms. Pacheco advised that Kern COG staff is providing the updated schedule for the 2014 Regional Transportation Plan Amendment #1, the 2017 Federal Transportation Improvement Program, and the corresponding Air Quality Conformity Analysis. Ms. Pacheco advised that this schedule will be used to move these documents through the review process with final approval by federal agencies in December 2016.

The action requested is that the Transportation Technical Advisory Committee recommend that the Transportation Planning Policy Committee approve the development timeline. Mr. Wright made a motion to approve. Mr. McNamara seconded the motion. Motion Carried

**VII. PROJECT ACCOUNTABILITY TEAM REPORT**

Ms. Pacheco stated that as of April 13<sup>th</sup>, 54% of project funding in fiscal year 15/16 had not been submitted for funding authorization. Cycle 7 Highway Safety Improvement Program or HSIP projects will need to get preliminary engineering funding authorized in fiscal year 15/16. Ms. Pacheco reported that since the staff report was written, request for authorizations by the City of Bakersfield and the City of Delano were submitted totaling \$6.2 million. In addition, the transit projects had not been submitted due to the transition from the TEAM database to the TRAMS database by the Federal Transit Administration.

Ms. Pacheco asked the committee for input on a suitable date to hold the next Project Accountability Team meeting in May. The committee agreed on May 26<sup>th</sup>.

This item was for information only.

**VIII. CMAQ POLICY UPDATE**

Mr. Stramaglia stated that 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. Mr. Stramaglia provided the committee with the document for review. The committee agreed to meet on June 1<sup>st</sup> to review the document.

This item was for information only.

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

Mr. Ball stated that the draft revised targets for the Kern region to reduce greenhouse gas emissions (GHG) from passenger vehicle travel are scheduled for California Air Resources Board (ARB) approval by late 2016. He advised that if they wanted further information on this, they were welcome to attend the RPAC meeting later in the day.

This item was for information only.

**X. CALL FOR PROJECTS: TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 PROGRAM UPDATE**

Mr. Smith stated the applications for the call for projects for the Transportation Development Act Article 3 Program are due by July 16, 2016.

This item was for information only.

**XI. MEMBER ITEMS**

Mr. Stramaglia that he will be attending the CTC meeting in Stockton on May 18<sup>th</sup> and 19<sup>th</sup> . Mr. Stramaglia advised that at that meeting, the 2016 STIP will be adopted.

Chairman Schlosser advised that he was attending the Local Assistance Conference that will be held at Donner Pass on May 31<sup>st</sup> - June 2<sup>nd</sup>. Chairman Schlosser stated that if any of the cities had input to contribute, to please email him and he will share the information.

Chairman Schlosser asked the committee if they had received the survey request from Caltrans regarding the consultant selection issue. He went on to briefly explain the importance of the survey. He encouraged the committee members to put their input into Caltrans regarding the issue.

**XII. ADJOURNMENT**

The next scheduled meeting of Wednesday June 1, 2016 will be dark. With no further business the committee adjourned at 10:40 AM.



# IV. TTAC

July 6, 2016

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,  
Executive Director

By: Robert M. Snoddy  
Regional Planner

SUBJECT: TTAC AGENDA ITEM: IV  
JUNE TDA PUBLIC TRANSIT CLAIM TOTALING \$1,622,865

DESCRIPTION:

Review and recommendation of May 2016 Public Transit claim totaling \$1,622,865.

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:

Review and approve TDA Public Transit claim received as of June 24, 2016: Delano (FY 2015-16) Transit Claim for \$1,622,865.

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

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.

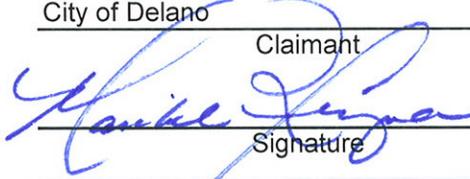
B. COMPLIANCE

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 3 OF 8--PROJECTED PUBLIC TRANSIT RESOURCES**  
For Fiscal Year 2014-2015

CLAIMANT:            City of Delano

I. FY 2014-2015 PROJECTED AVAILABLE RESOURCES

A. Deferred Revenues -- unexpended prior year cash receipts held in the claimant's treasury as of June 30, 2015 (from the most recent audit report)	\$430,974
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B. Unreserved/Unrestricted Retained Earnings	_____
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C. Interest Earnings -- interest earnings on claimant cash balances through June 30, 2015	\$1,784
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D. Federal Grants & Reimbursements (Source & Amount):	
1. FTA Planning Assistance	_____
2. FTA Operating Assistance	_____
3. FTA Capital Assistance	_____
4. _____	_____

E. State Grants & Reimbursements (Source & Amount):	
1. PTMISEA/Prop 1B	\$4,536
2. LTCOP	\$17,580

F. Local Cash Grants & Reimbursements (Source & Amount)	
1. LTF--Regional Planning (PUC 99262)	\$64,707
2. LTF--Operations/Capital (PUC 99260a)	\$1,897,982
3. LTF--Capital Reserve Withdrawal (CCR 6648)	_____
4. LTF--Social Service Transit (PUC 99275)	_____
5. LTF--Contracted/Purchased Transit Services (PUC 99400c)	_____
6. STAF--Operations (CCR 6730a)	\$255,438
7. STAF--Capital (CCR 6730b)	_____
8. STAF--Contracted/Purchased Transit Services (CCR 6731b)	_____
9. STAF--Social Service Transit (CCR 6731c)	_____
10. County of Kern--Service Contract(s)	_____
11. _____	_____

G. Operating Revenues:	
1. Passenger Fares	\$108,838
2. Special Fares	_____
3. School Bus Service	_____
4. Freight Tariffs	_____
5. Charters	_____

H. Other Revenues (Source & Amount):	
1. Miscellaneous	\$20,950
2. _____	_____

I. TOTAL FY 2014-2015 PROJECTED AVAILABLE RESOURCES -- enter here and Part 4, Line J (Sections A+B+C+D+E+F+G+H)	\$2,802,789
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## 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>
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## 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>
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P. FY 2015-2016 UNFUNDED BALANCE (Line J-O)	<u><u>(\$1,622,865)</u></u>
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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.

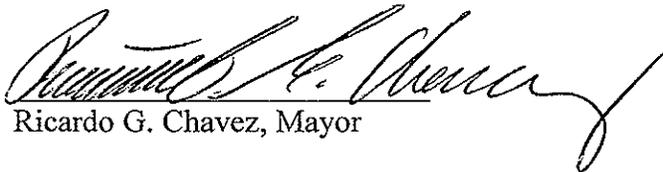
**THE FOREGOING RESOLUTION** was duly passed and adopted by the City Council of the City of Delano on the 16<sup>th</sup> day of May, by the following vote:

AYES: Chavez, Hill, Morris, Pascual

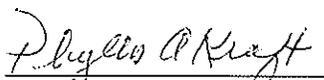
NOES: none

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> <sup>10</sup> ? 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> <sup>10</sup> ? 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:

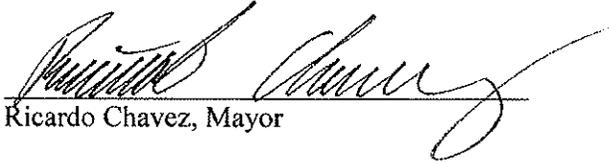
AYES: Hill, Morris, Pascual, Vallejo

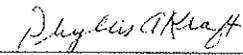
NOES: none

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

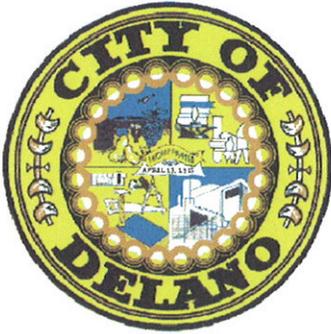
DATE

*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

July 6, 2016

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,  
EXECUTIVE DIRECTOR

By: Joseph Stramaglia,  
Project Delivery Team Lead

SUBJECT: TTAC AGENDA ITEM: V  
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.

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 a draft of 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 this meeting, Kern COG staff will discuss the attach CMAQ application form updated that proposes additional requirements for emissions and benefit/cost calculations.

**CMAQ POLICY UPDATE – PROCESS TIMELINE**

July 2016	Circulate the 2nd Draft CMAQ Project Delivery Policy as TTAC and TPPC items
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 as updated  
Draft Version of updated CMAQ Application Form

# 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 filling 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



Figure 2 – Ozone/Carbon Monoxide Planning Areas

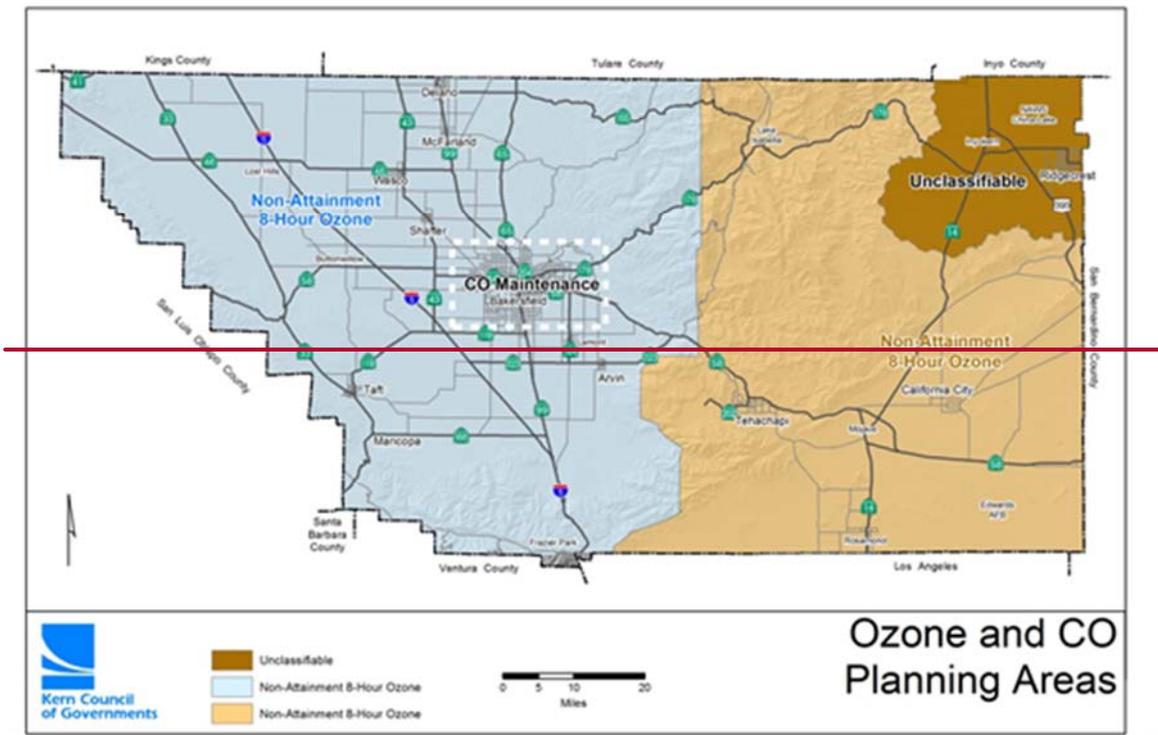
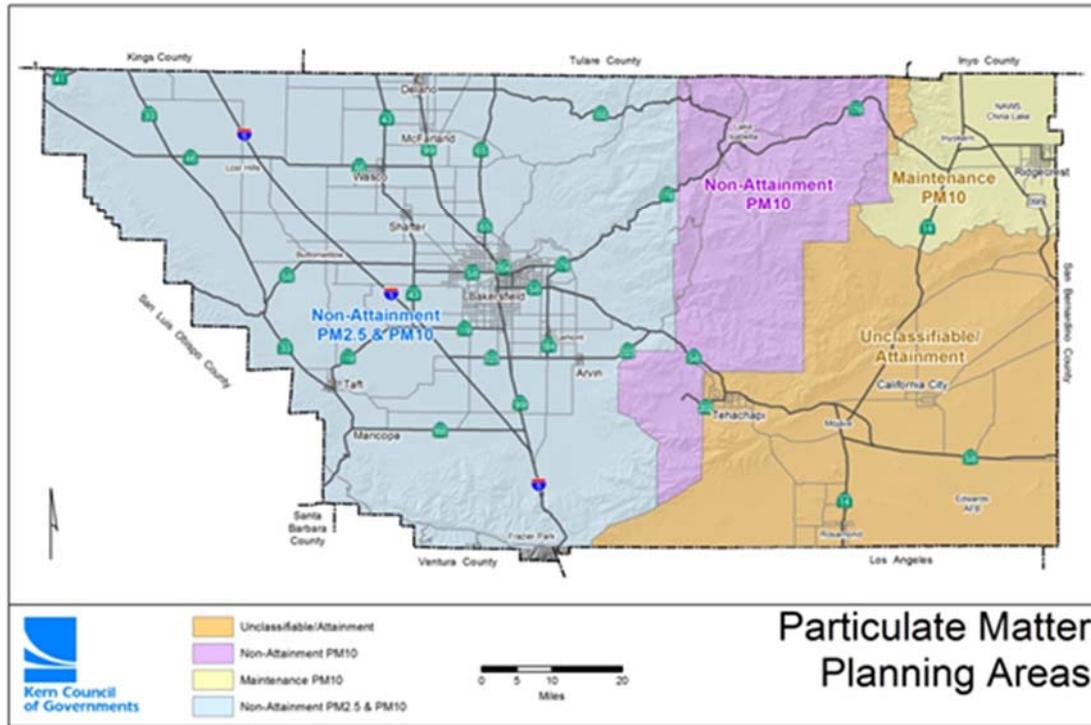


Figure 5-E: Particulate Matter Planning Areas

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	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	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)

**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 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).

<b>Example Schedule</b>	
<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



# **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**

## 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.

**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      | \$ _____ | \$ _____ | \$ _____ | \$ _____ |
- (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 whether and how the project provides the four *Livability* benefits (see instructions); provide no more than a half page response for each benefit. (Attach to application)
- (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) After project Accident Rate: \_\_\_\_\_
- (23) After project Fatality Rate: \_\_\_\_\_
- (24) Avg. Accident Rate for similar facility: \_\_\_\_\_
- (25) Avg. Fatality Rate for a similar facility: \_\_\_\_\_
- (26) Is the project identified as a RACM/BACM? YES / NO

## 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 25. – Provide: (1) 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.

July 6, 2016

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,  
EXECUTIVE DIRECTOR

By: Raquel Pacheco,  
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VI  
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 have not been submitted for approval.

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

Federal/State \$ in FY 15/16				
FY 2015-16	No. of Projects	Preliminary Engineering	Construction	% of funding
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>

1. Not Submitted	No. of Projects	Preliminary Engineering	Construction	% of funding
ATP	0	\$0	\$0	
CMAQ	0	\$0	\$0	
RSTP	0	\$0	\$0	
<u>Transit</u>	<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>

2. Submitted	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	
<u>Transit</u>	<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>

3. State/Federal Approvals	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	
<u>Transit</u>	<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							

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. A. Amendment pending								
<b>NOTES</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
			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 6, 2016

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,  
EXECUTIVE DIRECTOR

By: Raquel Pacheco,  
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VII  
FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)  
AMENDMENT – TIMELINE

DESCRIPTION:

Upcoming amendment schedule for next 2015 FTIP Amendment.

DISCUSSION:

Amendments to the Federal Transportation Improvement Program (FTIP) are a normal part of the management and use of the FTIP. The upcoming amendment will include revisions to the County of Kern Seventh Standard Road (environmental only) project, as well as new Highway Maintenance Program and Railway Highway Crossing projects. The next amendment schedule is provided below for your reference.

<b>2015 FTIP AMENDMENT</b>	
Public review period begins	Friday, July 8, 2016
<b>TPPC meeting – public hearing</b>	Thursday, July 21, 2016
Public review period ends	Friday, July 22, 2016
<b>Regional approval</b>	Monday, July 25, 2016
<b>State approval</b>	August 2016
<b>Federal approval</b>	September 2016

Action: Information

July 6, 2016

TO: Transportation Technical Advisory 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: TTAC AGENDA ITEM: VIII  
PUBLIC REVIEW:  
DRAFT 2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP);  
DRAFT 2014 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT #1; AND  
CORRESPONDING DRAFT CONFORMITY ANALYSIS

DESCRIPTION:

The Draft 2017 FTIP, Draft 2014 RTP Amendment #1, and corresponding Draft Conformity Analysis are being 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).

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 4, 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;
July 21, 2016	Revised Timeline and Draft documents presented to TTAC
August 4, 2016	Draft documents presented to TTPC with public hearing
August 31, 2016	Public review period ends
September 15, 2016	Present Final documents to TTAC to recommend approval
September 23, 2016	Present Final documents to TPPC for adoption
December 2016	Send Final documents with response to comments to state and federal agencies for approval
	Anticipated federal approval

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CDs of the documents will be made available to the TTAC 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**.

ACTION: Information.

July 6, 2016

TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

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

SUBJECT: TTAC AGENDA ITEM: IX  
ACTIVE TRANSPORTATION PROGRAM APPLICATIONS

DESCRIPTION: The State of California administers the Active Transportation Program, which provides funding for non-motorized transportation such as walking and bicycling. Funding may also be used for active transportation planning and education. A call-for-projects was issued in April 2016 with a submittal deadline of June 15, 2016.

DISCUSSION: By the submittal deadline twenty-four (24) project proposals were tendered to the California Department of Transportation. The projects are:

Applicant	Project Name	ATP Total	PROJECT Total
Arvin	Franklin Street Pedestrian and Bicycle Project	\$350,000	\$350,000
Arvin	Haven Drive Pedestrian and Bicycle Project	\$643,000	\$643,000
Arvin	Varsity Road Pedestrian and Bicycle Project	\$833,000	\$833,000
Bakersfield	Downtown Pedestrian Connectivity Project	\$825,000	\$1,032,000
Bakersfield	Downtown Bicycle Connectivity Project	\$1,353,000	\$1,367,000
Cali. City	Redwood Blvd Sidewalk/Pedestrian Improve	\$1,012,000	\$1,012,000
Delano	ATP-3 SR2S Delano Sidewalk Gap Closure Proj.	\$537,000	\$609,000
Delano	ATP-3 SR2S Intersection Enhance and Education	\$589,000	\$669,000
Kern County	Rexland Acres Sidewalk Project	\$5,640,000	\$6,376,000
Kern County	Virginia Street Pedestrian Project	\$2,173,000	\$2,456,000
Kern County	Lake Isabella Pedestrian Path Project	\$2,437,000	\$2,765,000
Kern County	Rosamond Blvd Pedestrian Path Project	\$880,000	\$997,000
Kern County	Boron/Desert Lake Pedestrian Path	\$1,971,000	\$2,319,000
McFarland	Multi-purpose Trail Phase I	\$869,000	\$873,000
McFarland	Kern Avenue Elementary SR2S Connectivity	\$396,000	\$396,000
McFarland	McFarland Elementary Schools SR2S Project 2	\$421,000	\$421,000
Ridgecrest	Downs Street Bicycle Lane and Sidewalk Project	\$1,070,000	\$1,209,000
Ridgecrest	Monroe School Bicycle and Sidewalk Improv.	\$989,000	\$1,118,000
Ridgecrest	Sierra Sands SD SR2S Plan	\$295,000	\$295,000

Taft	6th Street Sidewalk/Pedestrian Improvement	\$1,865,000	\$1,865,000
Tehachapi	Cherry Lane Southside Sidewalk Project	\$512,000	\$512,000
Tehachapi	Tehachapi Boulevard Bike Path Project Phase I	\$857,000	\$877,000
Tehachapi	Valley Blvd Sidewalk Gap Closure Project	\$1,072,000	\$1,072,000
Wasco	Palm Ave. Bike and Pedestrian Improvement	\$204,000	\$206,000

Total \$27,793,000 \$30,272,000

The submitted projects will be evaluated and scored by experts selected by the California State Department of Transportation. Highest ranking projects are funded. Funding awards will be announced in mid-October 2016. Approximately \$360,000,000 is available state-wide.

**ACTION:** Information