




**Kern Council
of Governments**

DATE: September 30, 2008

TO: Interagency Consultation Partners and Public

FR: Raquel Pacheco, Regional Planner III 

RE: Withdrawal of Draft Amendment #1 to the 2009 Interim FTIP that Relies on the Federally Approved 2007 Air Quality Conformity Analysis for Interagency Consultation and Public Review

On September 24, 2008, EPA approved the San Joaquin Valley 2007 PM-10 Maintenance Plan, including motor vehicle emissions budgets for conformity. This action invalidates the ability to rely on the Federally Approved 2007 Air Quality Conformity Analysis. Therefore, Kern COG is withdrawing Draft Amendment #1 to the pending 2009 Interim Federal Transportation Improvement Program (Interim FTIP), canceling the public review period, and removing the item from Board consideration.

The public review and comment period is hereby cancelled. The public hearing was held on September 18, 2008 and no comments were received. Amendment #1 to the 2009 Interim FTIP will also be removed from Kern COG's Board of Directors consideration on October 16, 2008 at 7:00 pm.

If you have any questions or need additional information, please contact Raquel Pacheco at 661-861-2191 or rpacheco@kerncog.org



September 2, 2008

To: Interagency Consultation Partners and Public

From: Raquel Pacheco, Regional Planner III

Subject: **Availability of Draft Amendment #1 to the 2009 Interim FTIP that Relies on the Federally Approved 2007 Air Quality Conformity Analysis for Interagency Consultation and Public Review**

Kern COG is proposing a formal amendment (Type # 4: Rely on Previous Emissions Analysis) to the pending 2009 Interim Federal Transportation Improvement Program (Interim FTIP). Documentation associated with this amendment is provided as indicated below. In accordance with the FHWA checklist for this type of amendment, an MPO may submit the documentation from the original conformity determination (i.e., the Federally Approved 2007 Air Quality Conformity Analysis) with a cover sheet attached that details the changes to the TIP and/or Plan through the submitted Amendment and stating that those changes do not affect the MPOs ability to rely on the previous regional emissions analysis.

The 2009 Interim FTIP is the programming document that identifies four years (FY 08/09, FY 09/10, FY 10/11, and FY 11/12) of federal, state and local funding sources for projects in Kern County that are eligible to proceed without a conformity determination. The Draft Amendment #1 to the 2009 Interim FTIP contains regionally significant projects that are included in the 2007 RTP, where the design concept and scope and year open to traffic is unchanged. These projects are eligible to rely on a previous emissions analysis. Therefore, the Federally Approved 2007 Air Quality Conformity Analysis is also being provided.

- Project List: Attachment 1 includes a summary of programming changes that result from Amendment #1 to the 2009 Interim FTIP and a spreadsheet in CTIPs format that includes projects to be added to the pending 2009 Interim FTIP via Amendment #1.

These projects and/or project phases are consistent with the 2007 Regional Transportation Plan (RTP), which was adopted by Kern COG on May 17, 2007 and approved by FHWA/FTA on August 9, 2007. Per consultation with Caltrans, projects included in Attachment 1 will be entered into CTIPs after MPO adoption but prior to Caltrans submittal to FHWA.

- Conformity Requirements: Kern COG's 2009 Interim FTIP as amended meets the transportation conformity provisions 40 CFR 93.122(g). The conformity determination is based on the 2007 Conformity Analysis for Amendment No 6 to the 2007 Federal Transportation Program and 2007 Regional Transportation Plan (RTP), which was adopted by Kern COG on October 18, 2007 and approved by FHWA/FTA on December 12, 2007. Attachment 2 includes the original conformity analysis.

As indicated above, the projects and/or project phases contained in Amendment #1 are consistent with the 2007 Regional Transportation Plan (RTP) and therefore do not affect the ability to rely on the previous regional emissions analysis. In addition, the projects and/or project phases contained in Amendment #1 do not interfere with the timely implementation of any approved TCMs.

- Updated Financial Plan: Attachment 3

The Financial Plan from the 2009 Interim FTIP has been updated to include the project list as provided in Attachment 1.

- Public Involvement: Attachment 4 includes the Draft Public Notice and Adoption Resolution.

The public review and comment period is open for 30 days commencing on September 2, 2008 and ending on October 2, 2008. A public hearing will be held September 18, 2008 at 7:00 pm; comments are due by October 2, 2008 at 5:00 pm. These documents can also be viewed on the Kern COG website at www.kerncog.org.

The Kern COG Board of Directors will consider the adoption of Amendment #1 to the 2009 Interim FTIP on October 16, 2008 at 7:00 pm. The meeting will be at the address noted above.

In conclusion, the 2009 Interim FTIP as amended meets all applicable transportation planning requirements per 23 CFR Part 450, 40 CFR Part 93, and conforms to the applicable SIPs. If you have any questions regarding the responses to your comments please contact Raquel Pacheco at (661) 861-2191 or rpacheco@kerncog.org.

ATTACHMENT 1

PROJECT LIST

Amendment No.1 to the 2009 FTIP

Amends Kern COG's 2009 FTIP to introduce or revise the following projects:

State Highway/Regional Choice Program

- Revise KER010103 SR 14 Freeman Gulch – adds \$2.5 million RIP/IIP to preliminary engineering in FY 11/12; adds \$11.3 million RIP/IIP to right of way in FY 12/13 (\$13,800,000 from 2008 STIP; Kern \$5,520,000 Inyo \$1,380,000; Mono \$1,380,000; Caltrans \$5,520,000)
- Revise KER990109 SR 46 Segment 2 – adds \$1,300,000 RIP, \$15,347,000 IIP, \$35,690,000 High Priority Project (HPP), and \$11,710,000 Transportation Congestion Relief Program (TCRP) to construction in FY 08/09
- Revise KER000103 SR 46 Segment 1 – adds \$11,344,000 IIP, \$22,230,000 High Priority Project, and \$10,720,000 Transportation Congestion Relief Program (TCRP) to construction in FY 08/09
- Revise KER050108 SR 178 widening – adds \$1,239,420 National Corridor Infrastructure Improvement Program (NCIIP) and \$160,580 local to right of way in FY 10/11; adds \$6,197,100 NCIIP and \$802,900 local to construction in FY12/13
- KER080112 Olancha/Cartago – adds \$16,550,000 RIP/IIP to construction in FY 11/12 (From 2008 STIP; Kern \$1,655,000 Inyo \$6,620,000; Mono \$1,655,000; Caltrans \$6,620,000)
- KER080103 Westside Parkway Phase 2 – adds \$2,000,000 RIP to right of way in FY 08/09 and \$62,000,000 RIP to construction in FY 08/09
- KER020102 Westside Parkway Phase 1 – adds \$69,200,000 RIP to construction in FY 08/09
- KER010106 West Ridgecrest – adds \$6,200,000 RIP to construction in FY 11/12
- KER080113 – Hageman Rd/BNSF Grade Separation – introduces new project from Prop 1B Highway Railroad Crossing Safety Account Program (HRCSA); in FY 08/09 there is \$2,500,000 local in preliminary engineering, \$4,500,000 local in right of way, and \$3,530,000 BNSF in construction; in FY 09/10 there is \$7,120,000 local and \$17,650,000 HRCSA in construction. This project has been determined to be exempt from conformity per 40 CFR 93.126; therefore, no further conformity determination is required.
- KER080114 – 7th Standard Rd/BNSF Grade Separation – introduces new project from Prop 1B Highway Railroad Crossing Safety Account Program (HRCSA); in prior year there is \$1,337,550 BNSF, \$5,000,000 Sec. 190, and \$1,500,000 Projects of National and Regional Significance (PNRS) in construction; in FY 08/09 there is \$7,088,944 local and \$9,926,495 HRCSA in construction. This project has been determined to be exempt from conformity per 40 CFR 93.126; therefore, no further conformity determination is required.

ATTACHMENT A - REVISED RECORDS

Kern Council of Governments: DRAFT Amendment No. 1 to the 2009 Interim Federal Transportation Improvement Program

PROGRAM: State Highway / Regional Choice Program

Route Postmile PIN Ste/Fed ID Fund AQ Lead	Description	Phase	Prior Years	Program Schedule (construction costs escalated per Caltrans percentages)						Funding Summary		
				Four Year Element						Local	State	Federal
				08-09	09-10	10-11	11-12	12-13	13-14			
KER080114 HRCSA 1.01 Kern Co.	IN KERN COUNTY: ON SEVENTH STANDARD AT BURLINGTON NORTHERN SANTA FE RAILWAY; SEPARATION OF GRADE \$24,852,989	PE RW Con Total	\$7,837,550 \$7,837,550	\$16,988,439							Interim TIP Code: 6.00 RTP Reference: 2007 RTP, Page 5-8 & 5-9 Prior Yr Status: --- Future Cost Est: ---	
										Prior	\$6,337,550	\$1,500,000
										Current	\$7,088,944	\$9,926,495
KER080113 HRCSA 1.01 Kern Co.	IN KERN COUNTY: ON HAGEMAN ROAD AT BURLINGTON NORTHERN SANTA FE RAILWAY; SEPARATION OF GRADE \$35,300,000	PE RW Con Total		\$2,500,000	\$4,500,000	\$3,530,000	\$28,300,000				Interim TIP Code: 6.00 RTP Reference: 2007 RTP, Page 5-8 & 5-9 Prior Yr Status: --- Future Cost Est: ---	
										Prior		
										Current	\$17,650,000	\$17,650,000
014 45.9/62.3 KER010103 06-45710K RIP ST-C State	NEAR RIDGECREST: REDROCK INYOKERN RD TO SR 178; CONVERT 2-LANE CONVENTIONAL HIGHWAY TO 4-LANE EXPRESSWAY WITH CONTROLLED ACCESS \$17,610,000	PE RW Con Total	\$3,810,000 \$3,810,000				\$2,500,000		\$11,300,000		Interim TIP Code: --- RTP Reference: KER08RTP006 Prior Yr Status: --- Future Cost Est: \$42,000,000	
										Prior	\$437,007	\$3,372,993
										Current	\$13,800,000	
046 00.0/7.3 KER990109 06-353410 HPP/TCRP State	WEST OF WASCO: FROM SAN LUIS OBISPO COUNTY LINE TO KECKS RD; CONVERT TO FOUR-LANE EXPRESSWAY (SEGMENT 2) \$90,347,000	PE RW Con Total	\$4,500,000 \$21,800,000 \$26,300,000	\$64,047,000							Interim TIP Code: 9.02 RTP Reference: KER08RTP003 Prior Yr Status: --- Future Cost Est: \$87,400,000	
										Prior	\$5,223,581	\$20,376,419
										Current	\$28,357,000	\$35,690,000
046 19.3/27.5 KER000103 06-442530 HPP/TCRP State	WEST OF WASCO: FROM SR 33 TO EAST OF BROWNS MATERIAL RD; CONVERT TO FOUR-LANE EXPRESSWAY (SEGMENT 1) \$54,819,000	PE RW Con Total	\$3,435,000 \$7,090,000 \$10,525,000	\$44,294,000							Interim TIP Code: 9.02 RTP Reference: KER08RTP003 Prior Yr Status: --- Future Cost Est: \$54,925,000	
										Prior	\$7,926,644	\$2,598,356
										Current	\$22,064,000	\$22,230,000
178 KER050108 NCIIP Bakersfield	IN BAKERSFIELD: SR 178 FROM VINELAND TO MIRAMONTE; WIDEN EXISTING HIGHWAY TO 4/6 LANES \$12,933,209	PE RW Con Total	\$2,033,209 \$2,033,209	\$1,700,000	\$800,000	\$1,400,000			\$7,000,000		Interim TIP Code: 9.01 RTP Reference: KER08RTP011 Prior Yr Status: --- Future Cost Est: \$12,933,209	
										Prior	\$233,209	\$1,800,000
										Current	\$1,250,230	\$9,649,770

ATTACHMENT A - REVISED RECORDS

Kern Council of Governments: DRAFT Amendment No. 1 to the 2009 Interim Federal Transportation Improvement Program

PROGRAM: State Highway / Regional Choice Program

Route Postmile PIN Ste/Fed ID Fund AQ Lead	Description Total Escalated Cost Status	Phase	Prior Years	Program Schedule (construction costs escalated per Caltrans percentages)						Funding Summary				
				Four Year Element						Local	State	Federal		
				08-09	09-10	10-11	11-12	12-13	13-14					
895 30.8/41.8 KER080112 09-21340K RIP ST-C State	IN INYO COUNTY: OLANCHA / CARTAGO PROJECT; WIDEN TO FOUR LANE EXPRESSWAY (RIP KERN 10%/INYO 40%/MONO 10%;IIP 40%) \$28,550,000	PE RW Con	\$6,872,000	\$5,128,000			\$16,550,000				Interim TIP Code: 9.01 RTP Reference: Inyo RTP p.5-3 Prior Yr Status: --- Future Cost Est: \$154,000,000			
	Total		\$6,872,000	\$5,128,000			\$16,550,000				Prior	\$6,872,000		
											Current	\$21,678,000		
Regional KER020102 06-4C2694 STIP Prior/ Bakersfield	IN BAKERSFIELD: MOHAWK ST FROM TRUXTUN AVE TO ROSEDALE HWY (SR-58) - TYING INTO WESTSIDE PARKWAY (PHASE 1); WIDEN /CONSTRUCT 6 LANES \$125,700,000	PE RW Con	\$24,400,000 \$32,100,000	\$69,200,000							Interim TIP Code: 9.02 RTP Reference: KER08RTP004 Prior Yr Status: --- Future Cost Est: \$125,700,000			
	Total		\$56,500,000	\$69,200,000							Prior	\$27,639,220	\$28,860,780	
											Current	\$69,200,000		
Regional KER080103 06-4C2704 RIP ST-C Bakersfield	IN BAKERSFIELD: WEST OF COFFEE RD TO MOHAWK ST (PHASE 2); CONSTRUCT NEW FREEWAY - 8 LANES \$64,000,000	PE RW Con		\$2,000,000 \$62,000,000							Interim TIP Code: --- RTP Reference: KER08RTP004 Prior Yr Status: --- Future Cost Est: \$64,000,000			
	Total			\$64,000,000							Prior			
											Current	\$64,000,000		
Regional KER010106 RIP ST-C/L Ridgecrest	IN RIDGECREST: WEST RIDGECREST BLVD. FROM MAHAN ST TO CHINA LAKE BLVD; RECONSTRUCT AND WIDEN RD TO FOUR LANES (PHASE 1) \$8,025,000	PE RW Con	\$1,000,000	\$825,000			\$6,200,000				Interim TIP Code: 9.01 RTP Reference: KER08RTP001 Prior Yr Status: --- Future Cost Est: \$8,025,000			
	Total		\$1,000,000	\$825,000			\$6,200,000				Prior	\$114,700	\$885,300	
											Current	\$825,000	\$6,200,000	

ATTACHMENT 2

CONFORMITY ANALYSIS

Section 93.122(g) allows conformity determinations for new TIP/RTPs to satisfy the requirements of Section 93.118 (motor vehicle emissions budgets) or 93.119 (Interim emissions in areas without budgets) without a new regional emissions analysis if the previous emissions analysis applies.

Per the FHWA checklist dated October 28, 2005 summarizing the conformity analysis documentation for Reliance on a Previous Regional Emissions Analysis, an MPO may submit the documentation from the original conformity determination with a cover sheet attached that details the changes to the TIP and/or Plan through the submitted Amendment and stating that those changes do not affect the MPOs ability to rely on the previous regional emissions analysis.

For Kern COG's Amendment #1 to the 2009 Interim FTIP, the Project List (Attachment 1) documents the proposed changes to the Kern COG 2009 Interim FTIP. The proposed changes include regionally significant projects that are included in the 2007 RTP, where the design concept and scope and year open to traffic is unchanged. These projects are eligible to rely on a previous emissions analysis.

In addition, the Kern COG 2007 Air Quality Conformity Analysis which was adopted by Kern COG on October 18, 2007 and approved by FHWA/FTA on December 12, 2007 is consistent with the requirements of 93.118 (including that conformity to all currently applicable budgets is demonstrated) and 93.119, as applicable. A summary of all applicable emissions budgets/interim emissions tests for Kern County is provided below.

- There has been no change to the *2004 Revision to the California State Implementation Plan for Carbon Monoxide* Carbon Monoxide Emissions Budgets for the urban metropolitan areas of Fresno, Kern, San Joaquin, and Stanislaus Counties
- Budgets from the *San Joaquin Valley Extreme Ozone Demonstration Plan* apply until such time as EPA issues an adequacy finding on the 8-hour ozone conformity budgets contained in the submitted *2007 Ozone Plan*.
- Budgets from the amended *2003 San Joaquin Valley PM-10 Plan* apply until such time as EPA approves the conformity budgets contained in the submitted *2007 PM-10 Maintenance Plan*.
- The Interim emissions test continues to apply for PM 2.5 until such time as EPA issues an adequacy finding on the conformity budgets contained in the submitted *2008 PM 2.5 Plan*.
- For Eastern Kern, budgets from the *Ozone Attainment Demonstration, Maintenance Plan, and Redesignation Request* apply until such time as EPA issues an adequacy finding on the 8-hour ozone conformity budgets contained in the submitted 8-hour Ozone Early Progress Plan for the California State Implementation Plan.
- For Indian Wells Valley, there has been no change to the approved conformity budgets contained in the *PM-10 Attainment Demonstration, Maintenance Plan, and Redesignation Request*.

Finally, all items on the FHWA checklist are documented in the 2007 Air Quality Conformity Analysis documentation, which was federally approved on December 12, 2007.

State of California

2008/09-2011/12 Federal Interim Transportation Improvement Program

MPO: DRAFT

REVENUE SOURCES		4 YEARS (See FSTIP Cycle)				
		2008/09	2009/10	2010/11	2011/12	Total
LOCAL	<i>Sales Tax</i>	\$0	\$0	\$0	\$0	\$0.000
	-- City					\$0.000
	-- County					\$0.000
	-- Other (Transportation Development Act)					\$0.000
	<i>Gas Tax</i>	\$10,976,020	\$2,112,243	\$1,500,515	\$0	\$14,588,778.000
	-- Gas Tax (Subventions to Cities)	\$10,976,020	\$2,112,243	\$1,500,515		\$14,588,778.000
	-- Gas Tax (Subventions to Counties)					\$0.000
	<i>Other Local Funds</i>	\$18,662,714	\$7,750,850	\$32,291,170	\$145,824,900	\$204,529,634.000
	-- City General Funds					\$0.000
	-- Street Taxes and Developer Fees	\$1,043,770	\$630,850	\$32,291,170	\$145,824,900	\$179,790,690.000
	-- Other (BNSF, PUC)	\$17,618,944	\$7,120,000			\$24,738,944.000
<i>Transit</i>	\$0	\$0	\$0	\$0	\$0.000	
-- Transit Fares					\$0.000	
-- Other Transit (e.g., parcel/property taxes, parking revenue, etc)					\$0.000	
Tolls (e.g., non-state owned bridges)					\$0.000	
Other (e.g., RTIP)					\$0.000	
Local Total	\$29,638,734	\$9,863,093	\$33,791,685	\$145,824,900	\$219,118,412.000	
REGIONAL	<i>Tolls</i>	\$0	\$0	\$0	\$0	\$0.000
	-- Bridge					\$0.000
	-- Corridor					\$0.000
	Regional Transit Fares/Measures					\$0.000
	Regional Sales Tax					\$0.000
	Regional Bond Revenue					\$0.000
	Regional Gas Tax					\$0.000
	Vehicle Registration Fees (CARB Fees, SAFE)					\$0.000
	Other					\$0.000
	Regional Total	\$0	\$0	\$0	\$0	\$0.000
STATE	<i>State Highway Operations and Protection Program (SHOPP)</i>	\$49,182,000	\$53,490,000	\$4,762,000	\$16,905,000	\$124,339,000.000
	SHOPP (Including Augmentation)	\$49,182,000	\$53,490,000	\$4,762,000	\$16,905,000	
	SHOPP Prior					
	<i>State Transportation Improvement Program (STIP)</i>	\$170,705,000	\$23,780,000	\$1,604,000	\$60,826,000	\$256,915,000.000
	STIP (Including Augmentation)	\$170,705,000	\$23,780,000	\$1,604,000	\$60,826,000	
	STIP Prior					
	Proposition 1 B					\$0.000
	Corridor Mobility Improvement Account		\$45,000,000			\$45,000,000.000
	Local Bridge Seismic Retrofit Account					\$0.000
	Ports Infrastructure, Security & Air Quality					\$0.000
	Highway Railroad Crossing Safety Account Program	\$9,926,495	\$17,650,000			\$27,576,495.000
	Trade Corridor Improvement					\$0.000
	<i>GARVEE Bonds</i>					\$0.000
<i>Traffic Congestion Relief Program</i>	\$22,430,000	\$2,350,000			\$24,780,000.000	
<i>State Transit Assistance (STA)</i> (e.g., population/revenue based, Prop 42)					\$0.000	
<i>Other</i> (Emergency Repair Program)	\$50,000				\$50,000.000	
State Total	\$242,367,000	\$124,620,000	\$6,366,000	\$77,731,000	\$451,084,000.000	
FEDERAL TRANSIT	<i>Bus and Bus Related Grants (5309c)</i>					\$0.000
	<i>Clean Fuel Formula Program (5308)</i>					\$0.000
	<i>Elderly & Persons with Disabilities Formula Program (5310)</i>					\$0.000
	<i>Fixed Guideway Modernization (5309a)</i>					\$0.000
	<i>Intercity Bus (5311f)</i>					\$0.000
	<i>Job Access and Reverse Commute Program (5316)</i>					\$0.000
	<i>Metropolitan Planning (5303)</i>					\$0.000
	<i>New and Small Starts (Capital Investment Grants) (5309b)</i>					\$0.000
	<i>New Freedom (SAFETEA-LU)</i>					\$0.000
	<i>Nonurbanized Area Formula Program (5311)</i>					\$0.000
	<i>Public Transportation on Indian Reservation (5311c)</i>					\$0.000
	<i>Transit in the Parks (5320)</i>					\$0.000
	<i>Urbanized Area Formula Program (5307)</i>	\$5,590,760				\$5,590,760.000
<i>Other</i>					\$0.000	

State of California

2008/09-2011/12 Federal Interim Transportation Improvement Program

MPO: DRAFT

REVENUE SOURCES		4 YEARS (See FSTIP Cycle)				
		2008/09	2009/10	2010/11	2011/12	Total
FEDERAL HIGHWAY	<i>Federal Highway Non-Discretionary</i>					\$0.00
	Congestion Mitigation and Air Quality	\$7,780,857	\$7,920,913	\$8,063,489	\$8,208,632	\$31,973,891.00
	Surface Transportation Program (Regional)	\$7,425,237	\$7,559,067	\$7,695,307	\$7,833,998	\$30,513,609.00
	Surface Transportation Program Enhancement	\$1,844,000	\$1,085,000	\$1,083,000	\$1,626,000	\$5,638,000.00
	Highway Bridge Replacement and Rehabilitation Program				\$500,000	\$500,000.00
	Highway Safety Improvement Program (SAFETEA-LU)					\$0.00
	Railway (Section 130)	\$500,000				\$500,000.00
	Safe Routes to School (SRTS)	\$1,030,050				\$1,030,050.00
	Safe Routes to School (SAFETEA-LU)					\$0.00
	Transportation Improvements (TI)					\$0.00
	Federal Lands Highway					\$0.00
	Other					\$0.00
	Subtotal	\$18,580,144	\$16,564,980	\$16,841,796	\$18,168,630	\$70,155,550.00
	<i>Federal Highway Discretionary Programs</i>					\$0.00
	Bridge Discretionary Program					\$0.00
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$8,056,230	\$4,869,150	\$47,108,830	\$78,215,100	\$138,249,310.00
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)					\$0.00
	Ferry Boat Discretionary					\$0.00
	High Priority Projects (HPP)	\$59,129,000	\$14,170,000			\$73,299,000.00
	High Risk Rural Road (HRRR)					\$0.00
	Highway Safety Improvement Program (HSIP)	\$204,157	\$915,390	\$211,590		\$1,331,137.00
	National Scenic Byways Program					\$0.00
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$1,500,000			\$10,960,000	\$12,460,000.00
	Public Lands Highway Discretionary					\$0.00
	Recreational Trails	\$868,771				\$868,771.00
	Transportation and Community and System Preservation Program					\$0.00
	Other					\$0.00
Subtotal	\$69,758,158	\$19,954,540	\$47,320,420	\$89,175,100	\$226,208,218.00	
Federal Highway Total	\$88,338,302	\$36,519,520	\$64,162,216	\$107,343,730	\$296,363,768.00	
FEDERAL TOTAL	\$93,929,062	\$36,519,520	\$64,162,216	\$107,343,730	\$301,954,528.00	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)					\$0.00
	State Infrastructure Bank					\$0.00
	Section 129 Loans					\$0.00
	Rail Rehab & Improvement Financing					\$0.00
	Private Activity Bonds					\$0.00
	Private Concession Fees					\$0.00
	Private Donations					\$0.00
	Program Income (from a federal project)					\$0.00
	Other					\$0.00
Innovative Financing Total	\$0	\$0	\$0	\$0	\$0.00	
REVENUE TOTAL	\$365,934,796	\$171,002,613	\$104,319,901	\$330,899,630	\$972,156,940.00	

NOTES:

Local: Subtotal is a sum of sales tax, gas tax, other local funds, local transit revenues, local tolls and other.

For MTC, the category of "Other" includes Regional Transit Expansion Policy fund sources.

Regional: Not all MPOs may have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

The category of "Other" includes (please define if entering data).

State: Subtotal is a sum of SHOPP, STIP, TCRP, STA, Carryover and Other. STIP TE data not separately available for the MTC 2030 RTP.

The category of "other" includes (please define if entering data).

Federal: Overall federal subtotal is a sum of federal highway and federal transit programs. Federal Lands non-discretionary includes all programs except public lands discretionary (i.e., forest highways, park roads etc.) The category of "Other" includes (please define if entering data).

Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

Total: Is a sum of local, regional, state, federal and innovative finance revenue sources. Double-counting has been avoided.

State of California

2008/09-2011/12 Federal Interim Transportation Improvement Program

MPO: DRAFT

PROGRAMMED		4 YEARS (See FSTIP Cycle)				
		2008/09	2009/10	2010/11	2011/12	Total
LOCAL	<i>Sales Tax</i>	\$0	\$0	\$0	\$0	\$0.000
	-- City					\$0.000
	-- County					\$0.000
	-- Other (Transportation Development Act)					\$0.000
	<i>Gas Tax</i>	\$10,976,020	\$2,062,243	\$1,500,515	\$0	\$14,538,778.000
	-- Gas Tax (Subventions to Cities)	\$10,976,020	\$2,062,243	\$1,500,515		\$14,538,778.000
	-- Gas Tax (Subventions to Counties)					\$0.000
	<i>Other Local Funds</i>	\$18,662,714	\$7,383,810	\$4,188,200	\$0	\$30,234,724.000
	-- City General Funds					\$0.000
	-- Street Taxes and Developer Fees	\$1,043,770	\$263,810	\$4,188,200	\$0	\$5,495,780.000
	-- Other (BNSF, PUC)	\$17,618,944	\$7,120,000			\$24,738,944.000
	<i>Transit</i>	\$0	\$0	\$0	\$0	\$0.000
-- Transit Fares					\$0.000	
-- Other Transit (e.g., parcel/property taxes, parking revenue, etc)					\$0.000	
Tolls (e.g., non-state owned bridges)					\$0.000	
Other (e.g., RTIP)					\$0.000	
Local Total	\$29,638,734	\$9,446,053	\$5,688,715	\$0	\$44,773,502.000	
REGIONAL	<i>Tolls</i>	\$0	\$0	\$0	\$0	\$0.000
	-- Bridge					\$0.000
	-- Corridor					\$0.000
	Regional Transit Fares/Measures					\$0.000
	Regional Sales Tax					\$0.000
	Regional Bond Revenue					\$0.000
	Regional Gas Tax					\$0.000
	Vehicle Registration Fees (CARB Fees, SAFE)					\$0.000
	Other					\$0.000
	Regional Total	\$0	\$0	\$0	\$0	\$0.000
STATE	<i>State Highway Operations and Protection Program (SHOPP)</i>	\$49,182,000	\$53,490,000	\$4,762,000	\$16,905,000	\$124,339,000.000
	SHOPP (Including Augmentation)	\$49,182,000	\$53,490,000	\$4,762,000	\$16,905,000	
	SHOPP Prior					
	<i>State Transportation Improvement Program (STIP)</i>	\$163,718,000	\$1,580,000	\$1,604,000	\$30,326,000	\$197,228,000.000
	STIP (Including Augmentation)	\$163,718,000	\$1,580,000	\$1,604,000	\$30,326,000	
	STIP Prior					
	Proposition 1 B					\$0.000
	Corridor Mobility Improvement Account		\$0			\$0.000
	Local Bridge Seismic Retrofit Account					\$0.000
	Ports Infrastructure, Security & Air Quality					\$0.000
	Highway Railroad Crossing Safety Account Program	\$9,926,495	\$17,650,000			\$27,576,495.000
	Trade Corridor Improvement					\$0.000
	<i>GARVEE Bonds</i>					\$0.000
	<i>Traffic Congestion Relief Program</i>	\$22,430,000	\$0			\$22,430,000.000
<i>State Transit Assistance (STA)</i> <i>(e.g., population/revenue based, Prop 42)</i>					\$0.000	
<i>Other (Emergency Repair Program)</i>	\$50,000				\$50,000.000	
State Total	\$235,380,000	\$55,070,000	\$6,366,000	\$47,231,000	\$344,047,000.000	
FEDERAL TRANSIT	<i>Bus and Bus Related Grants (5309c)</i>					\$0.000
	<i>Clean Fuel Formula Program (5308)</i>					\$0.000
	<i>Elderly & Persons with Disabilities Formula Program (5310)</i>					\$0.000
	<i>Fixed Guideway Modernization (5309a)</i>					\$0.000
	<i>Intercity Bus (5311f)</i>					\$0.000
	<i>Job Access and Reverse Commute Program (5316)</i>					\$0.000
	<i>Metropolitan Planning (5303)</i>					\$0.000
	<i>New and Small Starts (Capital Investment Grants) (5309b)</i>					\$0.000
	<i>New Freedom (SAFETEA-LU)</i>					\$0.000
	<i>Nonurbanized Area Formula Program (5311)</i>					\$0.000
	<i>Public Transportation on Indian Reservation (5311c)</i>					\$0.000
	<i>Transit in the Parks (5320)</i>					\$0.000
	<i>Urbanized Area Formula Program (5307)</i>	\$5,590,760				\$5,590,760.000

State of California

2008/09-2011/12 Federal Interim Transportation Improvement Program

MPO: DRAFT

PROGRAMMED		4 YEARS (See FSTIP Cycle)				
		2008/09	2009/10	2010/11	2011/12	Total
FEDERAL HIGHWAY	<i>Federal Highway Non-Discretionary</i>					\$0.000
	Congestion Mitigation and Air Quality	\$7,276,298	\$4,975,202	\$3,408,293		\$15,659,793.000
	Surface Transportation Program (Regional)	\$6,605,709	\$7,559,067	\$3,872,001		\$18,036,777.000
	Surface Transportation Program Enhancement	\$1,844,000	\$130,000	\$1,083,000		\$3,057,000.000
	Highway Bridge Replacement and Rehabilitation Program				\$500,000	\$500,000.000
	Highway Safety Improvement Program (SAFETEA-LU)					\$0.000
	Railway (Section 130)	\$500,000				\$500,000.000
	Safe Routes to School (SRTS)	\$1,030,050				\$1,030,050.000
	Safe Routes to School (SAFETEA-LU)					\$0.000
	Transportation Improvements (TI)					\$0.000
	Federal Lands Highway					\$0.000
	Other					\$0.000
	Subtotal	\$17,256,057	\$12,664,269	\$8,363,294	\$500,000	\$38,783,620.000
	<i>Federal Highway Discretionary Programs</i>					\$0.000
	Bridge Discretionary Program					\$0.000
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$8,056,230	\$2,036,190	\$9,711,800	\$0	\$19,804,220.000
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)					\$0.000
	Ferry Boat Discretionary					\$0.000
	High Priority Projects (HPP)	\$59,129,000	\$0			\$59,129,000.000
	High Risk Rural Road (HRRR)					\$0.000
	Highway Safety Improvement Program (HSIP)	\$204,157	\$915,390	\$211,590		\$1,331,137.000
	National Scenic Byways Program					\$0.000
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)				\$0	\$0.000
	Public Lands Highway Discretionary					\$0.000
	Recreational Trails	\$868,771				\$868,771.000
	Transportation and Community and System Preservation Program					\$0.000
	Other					\$0.000
Subtotal	\$68,258,158	\$2,951,580	\$9,923,390	\$0	\$81,133,128.000	
Federal Highway Total	\$85,514,215	\$15,615,849	\$18,286,684	\$500,000	\$119,916,748.000	
FEDERAL TOTAL	\$91,104,975	\$15,615,849	\$18,286,684	\$500,000	\$125,507,508.000	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)					\$0.000
	State Infrastructure Bank					\$0.000
	Section 129 Loans					\$0.000
	Rail Rehab & Improvement Financing					\$0.000
	Private Activity Bonds					\$0.000
	Private Concession Fees					\$0.000
	Private Donations					\$0.000
	Program Income (from a federal project)					\$0.000
	Other					\$0.000
	Innovative Financing Total	\$0	\$0	\$0	\$0	\$0.000
PROGRAMMED TOTAL	\$356,123,709	\$80,131,902	\$30,341,399	\$47,731,000	\$514,328,010.000	

NOTES:

Local: Subtotal is a sum of sales tax, gas tax, other local funds, local transit revenues, local tolls and other.

For MTC, the category of "Other" includes Regional Transit Expansion Policy fund sources.

Regional: Not all MPOs may have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

The category of "Other" includes (please define if entering data).

State: Subtotal is a sum of SHOPP, STIP, TCRP, STA, Carryover and Other. STIP TE data not separately available for the MTC 2030 RTP.

The category of "other" includes (please define if entering data).

Federal: Overall federal subtotal is a sum of federal highway and federal transit programs. Federal Lands non-discretionary includes all programs except public lands discretionary (i.e., forest highways, park roads etc.) The category of "Other" includes (please define if entering data).

Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

Total: Is a sum of local, regional, state, federal and innovative finance revenue sources. Double-counting has been avoided.

NOTICE OF PUBLIC HEARING

Before the Kern Council of Governments (Kern COG) in the matter of Draft Amendment No. 1 to the 2009 Interim Federal Transportation Improvement Program, and federally approved 2007 Air Quality Conformity Analysis

NOTICE IS HEREBY GIVEN that the Kern Council of Governments will hold a public hearing on September 18, 2008 at Kern COG Conference Room, 1401 19th Street, Third Floor, Bakersfield, California at 7:00 p.m. regarding the Draft Amendment No. 1 to the 2009 Interim Federal Transportation Improvement Program (Interim FTIP) and Federally Approved 2007 Air Quality Conformity Analysis. The purpose of the hearing is to receive public comments.

- The 2009 Interim FTIP is a listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Kern County during the next four years that are eligible to proceed without a conformity determination.
- The Draft Amendment No. 1 to the 2009 Interim FTIP contains regionally significant projects that are included in the Federally Approved 2007 RTP, where the design concept and scope and year open to traffic is unchanged.
- The Federally Approved 2007 Air Quality Conformity Analysis contains the documentation to support a finding that the Draft Amendment No. 1 meets the air quality conformity requirements for carbon monoxide, ozone and particulate matter.

A concurrent 30-day public review and comment period will commence on September 2, 2008 and conclude October 2, 2008 at 5:00 pm. The draft documents are available for review at the Kern COG office, located at 1401 19th Street, Third Floor, Bakersfield, California and on our website at www.kerncog.org.

Public comments are welcomed at the hearing, or may be submitted in writing by October 2, 2008 at 5:00 pm to Ronald E. Brummett at the address below.

After considering the comments, the documents will be considered for adoption, by resolution, by the Kern Council of Governments at a regularly scheduled meeting to be held on October 16, 2008 at 7:00 pm. The documents will then be submitted to state and federal agencies for approval.

Contact Person: Ronald E. Brummett, Executive Director
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301
Voice (661) 861-2191
TTY (661) 832-7433

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

Resolution No. 08-
In the matter of:

AMENDMENT NO. 1 TO THE 2009 INTERIM FEDERAL TRANSPORTATION IMPROVEMENT
PROGRAM

WHEREAS, the Kern Council of Governments (Kern COG) is a Regional Transportation Planning Agency (RTPA) and a Metropolitan Planning Organization (MPO) pursuant to state and federal designation; and

WHEREAS, federal planning regulations require Metropolitan Planning Organizations to prepare and adopt a long range Regional Transportation Plan (RTP) for their region; and

WHEREAS, federal planning regulations require that Metropolitan Planning Organizations prepare and adopt a Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, Amendment No. 1 to the 2009 Interim Federal Transportation Improvement Program (Interim FTIP) has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the Kern COG forum and general public involvement; and

WHEREAS, Amendment No. 1 to the Interim FTIP program listing is consistent with: 1) the 2007 Regional Transportation Plan; and 2) the 2008 State Transportation Improvement Program; and

WHEREAS, Amendment No. 1 to the 2009 Interim FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, Amendment No. 1 to the 2009 Interim FTIP meets all applicable transportation planning requirements per 23 CFR Part 450.

WHEREAS, projects submitted in Amendment No. 1 to the 2009 Interim FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, Amendment No. 1 to the 2009 Interim FTIP has been developed consistent with 40 CFR Parts 51 and 93 to contain regionally significant projects that are included in the 2007 RTP, where the design concept and scope and year open to traffic is unchanged; and

WHEREAS, Amendment No. 1 to the 2009 Interim FTIP meets the transportation conformity provisions of 40 CFR 93.122(g).

WHEREAS, Amendment No. 1 to the 2009 Interim FTIP relies on the federally approved 2007 Air Quality Conformity Determination; and

WHEREAS, Amendment No. 1 to the 2009 Interim FTIP does not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, Amendment No. 1 to the 2009 Interim FTIP conforms to the applicable SIPs; and

WHEREAS, the documents have been widely circulated and reviewed by Kern COG's advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups;

representatives of the private business sector; and residents of Kern County consistent with public participation process adopted by Kern COG; and

WHEREAS, a public hearing was conducted on September 18, 2008 to hear and consider comments on Amendment No. 1 to the 2009 Interim FTIP; and

NOW, THEREFORE, BE IT RESOLVED, that Kern COG adopts Amendment No. 1 to the 2009 Interim FTIP.

BE IT FURTHER RESOLVED, that Kern COG finds that the 2007 Regional Transportation Plan and Amendment No. 1 to the 2009 Interim FTIP are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plan for air quality.

AUTHORIZED AND SIGNED THIS 16TH DAY OF OCTOBER 2008.

AYES:

NOES:

ABSTAIN:

ABSENT:

Cherylee Wegman, Chair
Kern Council of Governments

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Kern Council of Governments duly authorized at a regularly scheduled meeting held on the 16th day of October 2008.

Ronald E. Brummett, Executive Director
Kern Council of Governments

Date