

2017 Federal Transportation
Improvement Program

Regional Adoption
September 15, 2016

Federal Adoption
December 16, 2016



**Kern Council
of Governments**

Kern Council of Governments
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Kern Council of Governments Board of Directors

The Kern Council of Governments is the regional planning agency as well as the technical and informational resource, and rideshare administrator for the area's 11 incorporated cities and the County of Kern. Following Board direction, staff coordinates between local, state, and federal agencies to avoid overlap or duplication of programs. This intergovernmental coordination enables staff to work with many public agencies to ensure that planning and implementation of programs proceed in a coordinated manner.

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U.S. Department
of Transportation
**Federal Highway
Administration**

California Division

December 16, 2016

650 Capitol Mall, Suite 4-100
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In Reply Refer To:
HAD-CA

Mr. Malcolm Dougherty
Director, California Department of Transportation
1120 N Street
Sacramento, CA 95814

**SUBJECT: APPROVAL OF THE 2017 FEDERAL STATEWIDE TRANSPORTATION
IMPROVEMENT PROGRAM**

Dear Mr. Dougherty:

We have completed our review of California's proposed 2016/17 - 2019/20 Federal Statewide Transportation Improvement Program (2017 FSTIP) and Statewide and Metropolitan Planning Certifications and supporting documentation submitted by the California Department of Transportation (Caltrans) on November 16, 2016. The Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) approve the 2017 FSTIP and this approval supersedes California's 2015 FSTIP and all subsequent amendments to the 2015 FSTIP that were approved by the FHWA and FTA on or after December 15, 2014.

Section 450.218 of Title 23, Code of Federal Regulations, requires the State to submit the updated FSTIP concurrently to the FTA and the FHWA at least every four years for joint approval. California's proposed 2017 FSTIP includes the project and project phase listings for proposed transportation projects located outside the planning area boundaries of the State's designated Metropolitan Planning Organizations (MPOs). California's proposed 2017 FSTIP also incorporates, by reference, those projects included in 2017 Federal Transportation Improvements Programs (FTIPs) that were adopted in 2016 by the eighteen designated MPOs in California.

With the exception of the eastern San Luis Obispo County ozone non-attainment area, FHWA and the FTA have completed the air quality conformity determinations required by 23 CFR 450.218(b) for the MPO FTIPs in areas of the State designated as nonattainment or maintenance for national ambient air quality standards (NAAQS). Further, our review indicated that no projects subject to regional modeling and air quality conformity are proposed in the SLOCOG 2017 FTIP for the ozone non-attainment area in eastern San Luis Obispo County.

Based on our review of the information submitted with the State's proposed 2017 FSTIP, including revenue and proposed project funding information required to demonstrate financial


constraint, and documentation for statewide and metropolitan planning process in support of California's Statewide Planning Certification, we are approving the 2017 FSTIP as proposed. Any project or project phase listed in a MPO FTIP that is not included in the MPO's Regional Transportation Plan, is not approved for inclusion in the FSTIP pursuant to 23 CFR §§450.218(k) and 450.326(i).


Our FSTIP approval action includes project listings that indicate no funds are proposed for obligation during the four-year program period from 2016/17 to 2019/20. These projects and project phases cannot be advanced to implementation without an action by the FHWA and the FTA on the FSTIP pursuant to 23 CFR 450.218(l) and 450.330(e). Further, project or project phase funding included in the 2017 FSTIP that is listed/proposed for obligation outside the four year program cycle is accepted by the FHWA and the FTA as 'informational' in accord with 23 CFR §§450.218(a) and 450.326(a).

We are approving the 2017 FSTIP with the understanding that the eligibility of individual projects for funding is subject to the applicant's satisfaction of all FHWA and FTA funding requirements. This joint FHWA and FTA approval of the FSTIP does not constitute an eligibility determination for the federal funds proposed for obligation on the listed projects.

If you have questions or need additional information concerning our approval of the 2017 FSTIP, please contact Wade Hobbs in the FHWA California Division office at (916) 498-5027, or by email at Wade.Hobbs@dot.gov; or Ted Matley in the FTA Region IX office at (415) 744-2590, or by email at Ted.Matley@dot.gov.

Sincerely,


 For Leslie T. Rogers
 Regional Administrator
 Federal Transit Administration


 For
 Vincent P. Mammano
 Division Administrator
 Federal Highway Administration

cc: (email)

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LA Metro Office

CFLHD

NVDO

cc:

2017 FSTIP Binder

WEH/



U.S. Department
of Transportation
**Federal Highway
Administration**

California Division

December 16, 2016

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Sacramento, CA 95814
(916) 498-5001
916 498-5008 (FAX)

In Reply, Refer To:
HDA-CA

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

Subject: Conformity Determination for the Kern Council of Governments (KCOG) 2017
Federal Transportation Improvement Program (FTIP) and 2014 Regional
Transportation Plan (RTP) Amendment # 1

Dear Mr. Hakimi:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the submitted conformity determination for the Kern Council of Governments (KCOG) 2017 FTIP and 2014 RTP Amendment # 1 and Corresponding Conformity Analysis. A FTA/FHWA air quality conformity determination is required for the new FTIP pursuant to the Environmental Protection Agency's (EPA) Transportation Conformity Rule, 40 CFR Parts 51 and 93, and the United States Department of Transportation's Statewide and Metropolitan Planning Rule, 23 CFR Part 450.

On September 15, 2016 KCOG adopted the subject conformity analysis and made the corresponding conformity determination via Resolution 16-35. The conformity analysis submitted indicates that all air quality conformity requirements have been met. Based on our review, and after consultation with the EPA Region 9 office, we find that the 2017 FTIP conforms to the applicable state implementation plan in accordance with the provisions of 40 CFR Parts 51 and 93. In accordance with the December 15, 2014 Memorandum of Understanding (MOU) between the Federal Highway Administration, California Division and the Federal Transit Administration, Region IX, the FTA has concurred with this conformity determination.

In accordance with the above MOU, the FHWA's single signature constitutes FHWA and FTA's joint air quality conformity determination for KCOG's 2017 FTIP. If you have any questions pertaining to this conformity finding, please contact Scott Carson, FHWA (scott.carson@dot.gov), at (916) 498-5029.

Sincerely,

A handwritten signature in blue ink, appearing to read "Vince J. Mammano". The signature is fluid and cursive, with a large initial "V" and "M".

For: Vince Mammano
Division Administrator

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SUMMARY

A Transportation Improvement Program (TIP) is a multimodal list of capital improvement programs to be implemented over a five-year period; FY 20/21 is for information only. Biennially, Kern Council of Governments (Kern COG), in cooperation with member agencies and the California State Department of Transportation (Caltrans), prepares a TIP for all highways, streets, roads, aviation, transit and guideway projects in the Kern County area that use federal or state funding. The Kern COG Transportation Technical Advisory Committee (TTAC), Transportation Planning Policy Committee (TPPC), and Board of Directors review the TIP for compliance with state and federal requirements.

The Regional Transportation Improvement Program (RTIP) is the formal presentation to the state of projects that local agencies wish to implement within the next five years. Projects not listed in this formal submittal will not be funded. Once projects are approved and presented in the State Transportation Improvement Program (STIP), the projects are then incorporated into the Federal Transportation Improvement Program (FTIP) for ultimate inclusion into the Federal State Transportation Improvement Program (FSTIP). Amendments to the FTIP are made when projects submitted by local agencies are subsequently awarded funds contingent upon all requirements being met. This document makes revisions to the FTIP that constitute full compliance with federal legislation FAST Act (Fixing America's Surface Transportation Act).

The FTIP establishes a systematic, realistic approach to programming capital improvement projects over a five-year term. Projects listed in the FTIP are designed to be consistent with, and implement, the Regional Transportation Plan (RTP). The RTP is a long-range plan for transportation in the region, and includes the Capital Improvement Program (CIP) within the financial element. The FTIP is subject to continual review and modifications to assure timely delivery of programs and projects identified in the RTP and Congestion Management Program.

INTRODUCTION

Kern County: Part of the Central San Joaquin Valley

Kern County is the third largest county in California, encompassing approximately 8,172 square miles. As one of the nation's leading farm producing counties, Kern exceeds \$7.5 billion a year in commercial crop production. Kern County is comprised of eleven incorporated cities and contains a federally recognized urbanized area known as the Bakersfield Metropolitan Area, with a population over 531,900 (Figure 1).

The San Joaquin Valley

The San Joaquin Valley consists of eight counties: San Joaquin, Stanislaus, Merced, Madera, Fresno, Tulare, Kings, and the western two thirds of Kern (Figure 2). These counties share an air basin that currently does not meet the air quality standards set forth in the Federal Clean Air Act or the California Clean Air Act.

The eight valley transportation planning agencies and the San Joaquin Valley Air Pollution Control District (SJVAPCD) have entered into a Memorandum of Understanding (MOU) to ensure a coordinated transportation/air quality planning approach (Figure 3). The agencies have defined a cooperative process designed to achieve compliance with the air quality conformity provisions of federal legislation and to ensure a coordinated transportation planning process on issues of mutual concern. One planning/programming effort being addressed in a cooperative effort is the preparation of the federally required Transportation Improvement Program (TIP). Another effort is the implementation of a local cost effectiveness Congestion Mitigation and Air Quality (CMAQ) policy (See Appendix F).

The Tejon Indian Tribe

The Tejon Indian Tribe is the only federally recognized Indian tribe in Kern County. Kern COG continues to work with the Tejon Indian Tribe to determine if the development of a documented consultation process between Kern COG and the Tejon Indian Tribe is practical.

Figure 1

Kern County and its Eleven Cities

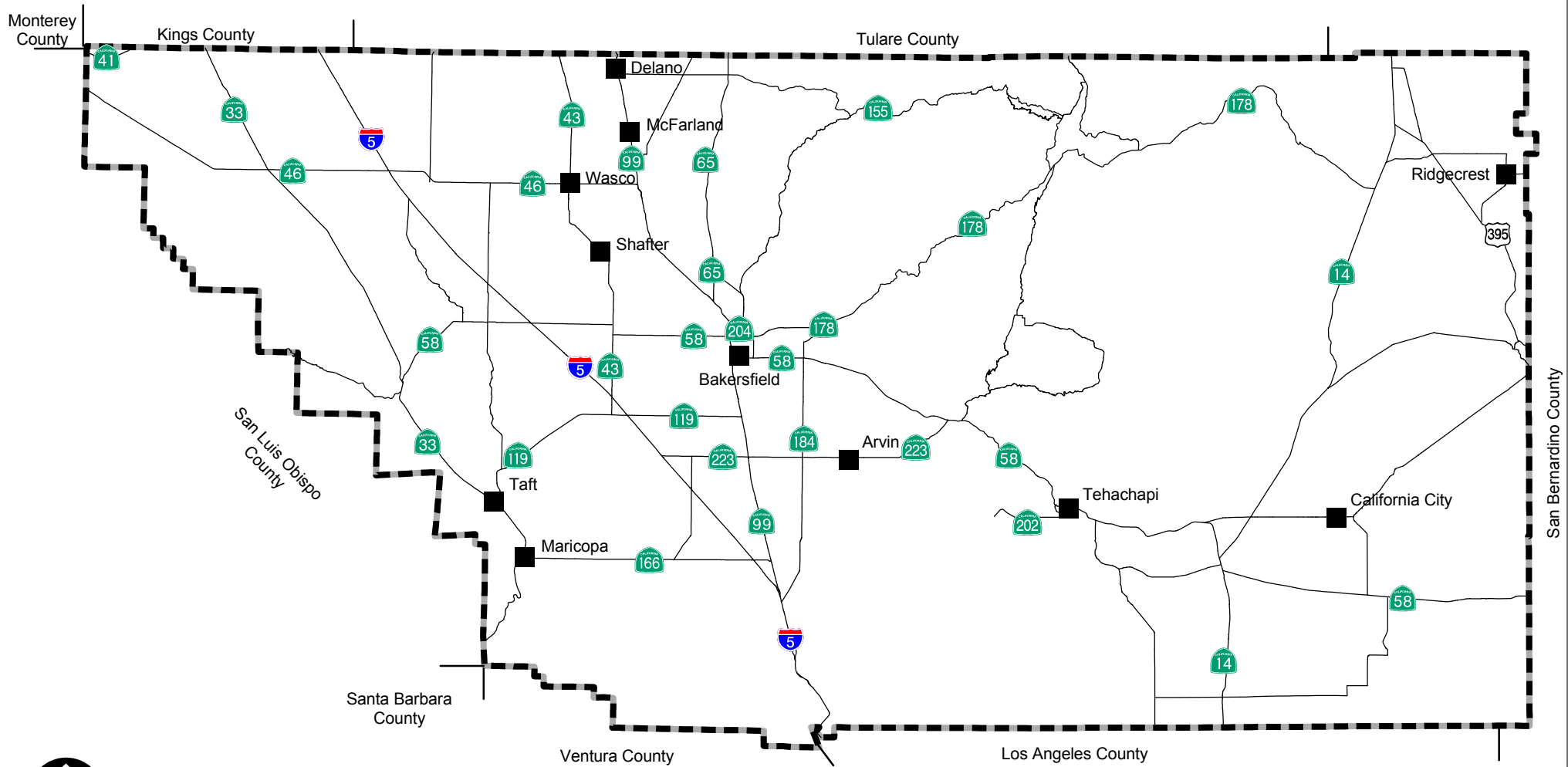
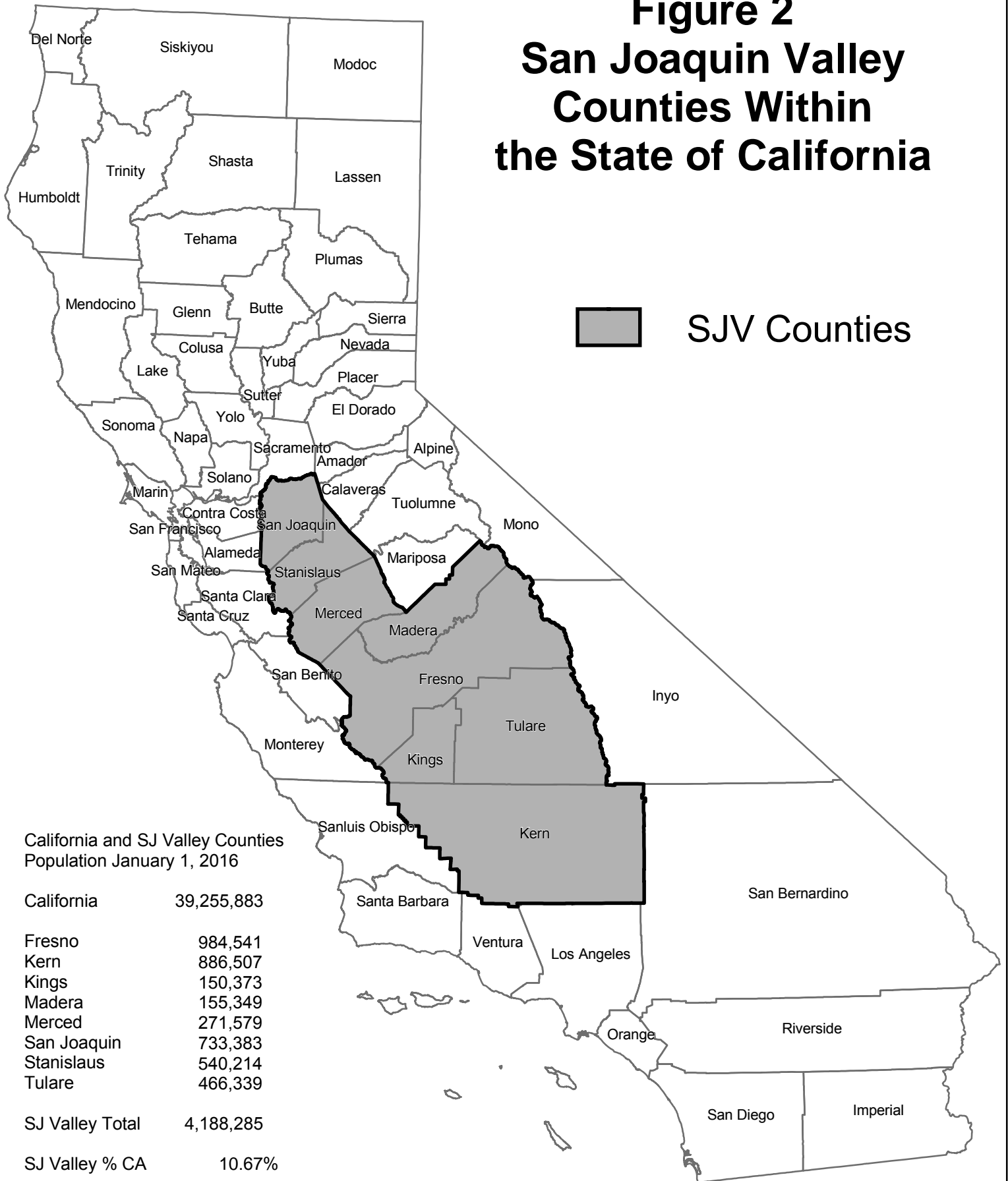


Figure 2 San Joaquin Valley Counties Within the State of California



California and SJ Valley Counties
Population January 1, 2016

California	39,255,883
Fresno	984,541
Kern	886,507
Kings	150,373
Madera	155,349
Merced	271,579
San Joaquin	733,383
Stanislaus	540,214
Tulare	466,339

SJ Valley Total 4,188,285

SJ Valley % CA 10.67%

Source: California State Department of Finance,
Demographic Research Unit
Report E-1, May 2016

DISTANCE CHART	Los Angeles	San Francisco	Bakersfield	Visalia	Hanford	Fresno	Madera	Merced	Modesto
Stockton	343	67	229	164	158	121	99	66	29
Modesto	314	96	200	135	129	92	70	37	
Merced	277	135	163	98	92	55	33		
Madera	244	166	130	65	59	22			
Fresno	222	188	108	43	37				
Hanford	207	225	92	20					
Visalia	179	231	65						
Bakersfield	115	295							

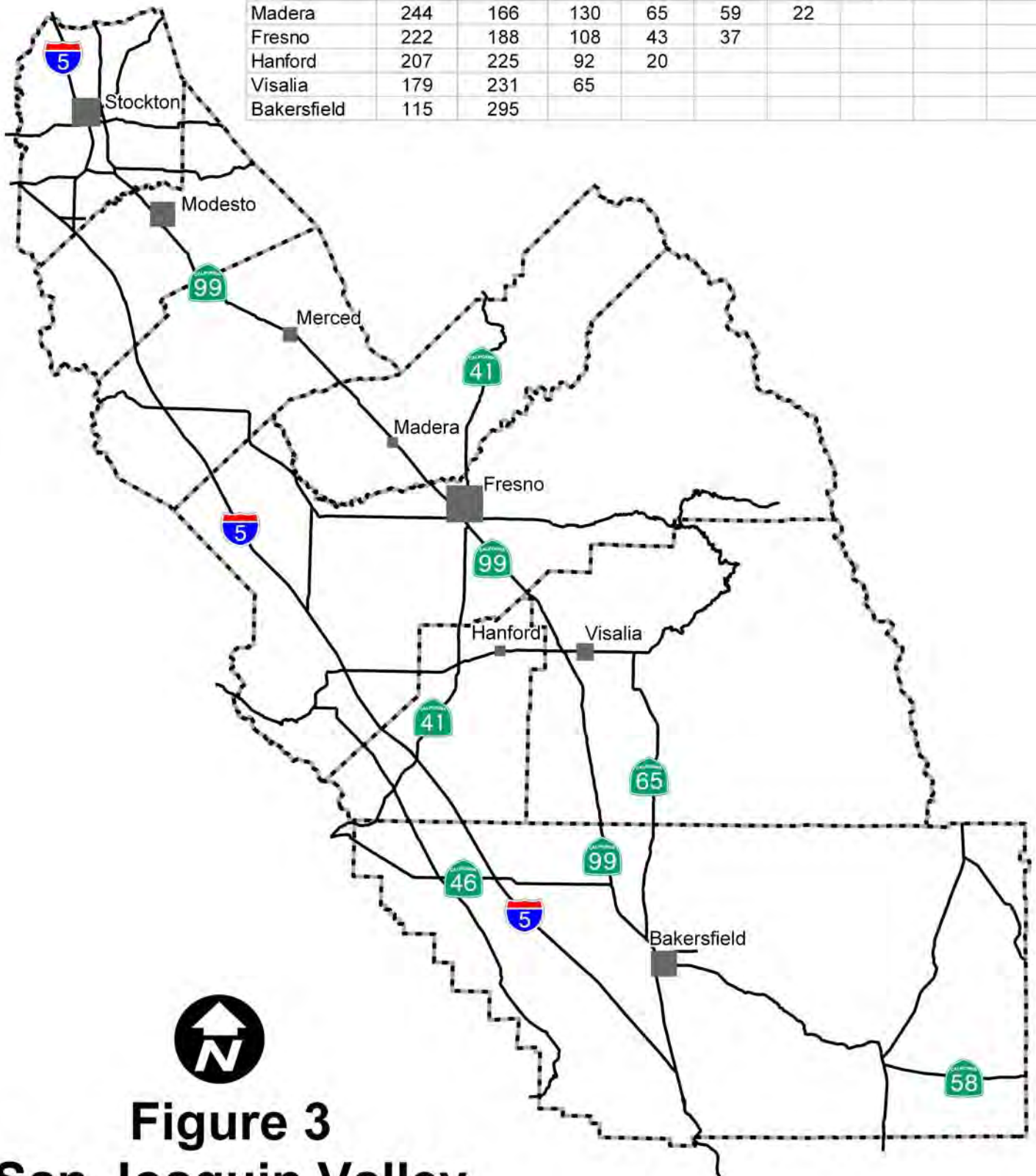


Figure 3
San Joaquin Valley
County Seats

THE FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

FAST Act, approved in 2015, requires that each Metropolitan Planning Organization (MPO) prepare a Transportation Improvement Program. The TIP is a financially constrained multi-modal transportation planning program, developed by the MPO through its member agencies and in cooperation with state and federal agencies. The basic premise behind a TIP is that it is the incremental implementation of the long-range Regional Transportation Plan. The TIP serves to present to federal funding agencies manageable components for the funding of long-range plans.

The Federal TIP is a compilation of project lists from the State Transportation Improvement Program (STIP), State Highway Operations and Protection Program (SHOPP), transit and other federal-aid programs. The TIP is composed of two parts: First is a priority list of projects and project segments to be carried out in a five-year period. Second is a financial plan that demonstrates how the TIP can be implemented. The financial plan is also required to indicate all public and private resources and financing techniques that are expected to carry out the program.

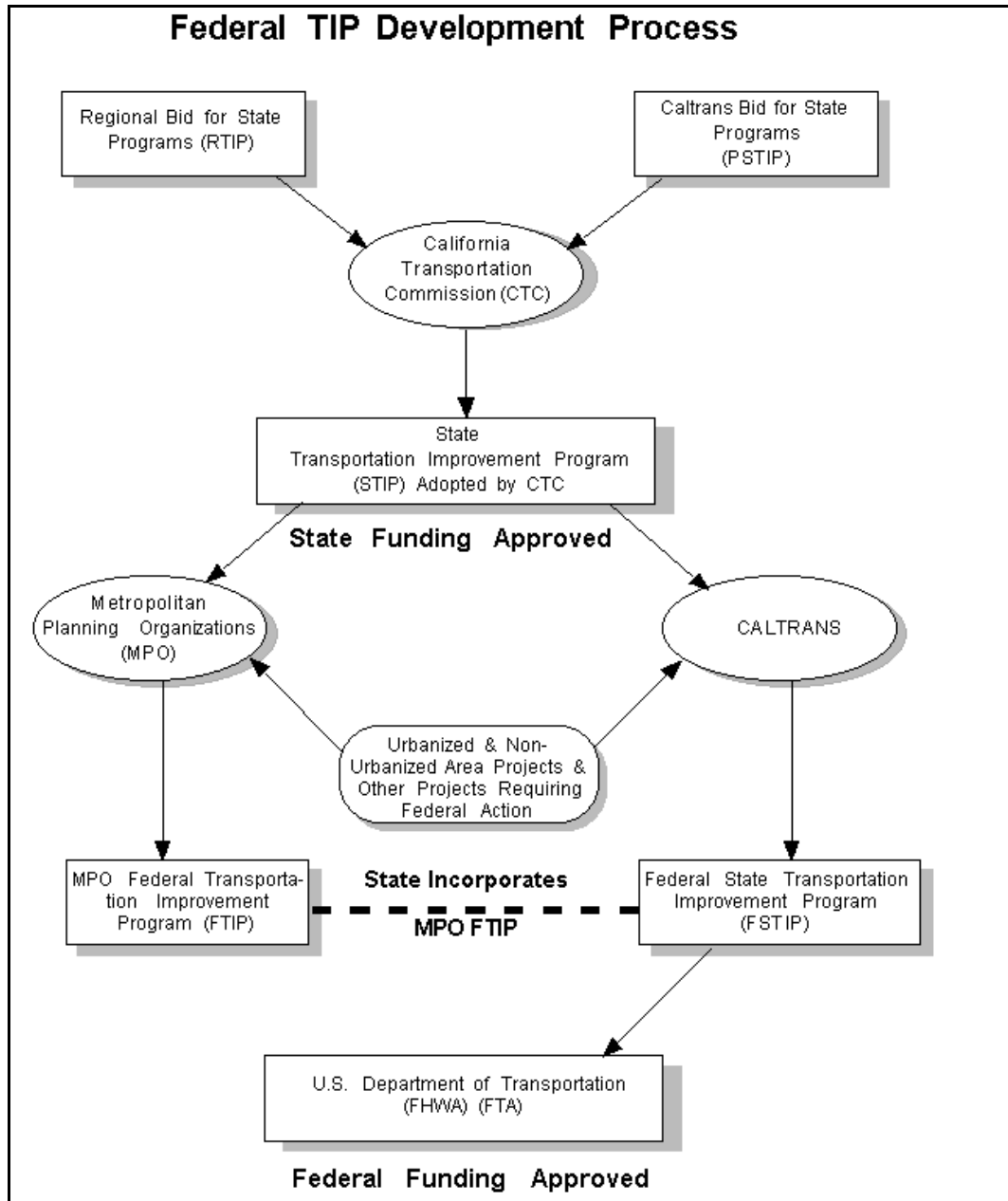
FTIP Presentation

A common database that tracks project information within each TIP is shared by the California Department of Transportation (Caltrans), MPOs, and Federal Highway Administration (FHWA). Work continues in the development of this database that is also known as CTIPS – California Transportation Improvement Program System. CTIPS is used to manage the programming and allocation of funds for State Transportation Improvement Program (STIP), State Highway Operations and Protection Program (SHOPP), and other local projects.

Federal TIP Process and Development

Kern Council of Governments (Kern COG) prepares the TIP in cooperation with its member agencies, transit operators, state and federal agencies, and the public (Figure 4). As federal programs under control of the MPO are developed, notifications are

Figure 4



distributed to eligible agencies and the public, informing them of the appropriate manner in which projects may be submitted for consideration. The state is also required to carry out a public participation process during development and adoption of its programs. State programs, upon adoption, are then submitted for inclusion in the appropriate MPO Federal Transportation Improvement Program (FTIP).

In addition to required notifications, Kern COG has an enhanced participation process that allows citizen groups and individuals to participate on various committees. An extensive mailing list provides agenda information to interested parties allowing them the opportunity to comment if so desired. Required public hearings, review periods and public meetings are also held prior to the adoption of the TIP. Information is also made available via the Kern COG website, outreach events, and television (KGOV channel broadcasting). Member agency projects to be placed in the TIP are selected in a public forum such as a planning commission or city council meeting. This process allows for consultation by all affected agencies and for appropriate public input. Therefore, it meets FAST Act requirements for an appropriate project selection process.

Consistency with Other Documents

Kern Council of Governments' 2017 Federal Transportation Improvement Program (FTIP) is consistent with the following documents:

1. 2016 State Transportation Improvement Program (STIP);
2. State Implementation Plan for Air Quality;
3. Kern County Congestion Management Program (CMP); and
4. 2014 Regional Transportation Plan (RTP).

The 2017 Federal Transportation Improvement Program is consistent with County Share information as provided within the 2016 STIP and also with federal fund estimates resulting from the passage of FAST Act (December 4, 2015), or Fixing America's Surface Transportation Act.

AIR QUALITY

Air Quality Conformity Assessment

The federal Clean Air Act Amendments (CAAA) of 1990, require that transportation improvement programs conform to applicable portions of the State Implementation Plan for air quality. Section 176(c) requires that air quality be given priority in program implementation as required by Section 176(d).

Kern County is designated a non-attainment area for ozone and small particulates (PM10 and PM 2.5), and is a maintenance area for CO. As such, it must satisfy federal requirements to consider transportation control measures that would reduce emissions adequate to demonstrate conformity with the State Implementation Plan (SIP) for Air Quality. These control measures are set forth in plans such as Kern County's 1993 Rate of Progress Program, which in cumulative effect with other areas in California make up the SIP.

In non-attainment and maintenance areas, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) must be able to find that the FTIP conforms to the adopted State Implementation Plan and that priority has been given to timely implementation of the transportation control measures found in the SIP. The projects in the FTIP should not further exacerbate the existing air quality problems. Kern Council of Governments provides a conformity determination documenting that local air planning issues and programs demonstrate transportation control measures have been identified through a legitimate planning process; that these measures have received the necessary federal, state and local commitment to ensure implementation; and that these commitments are being maintained through identification in the RTP and the necessary programming of funds in the FTIP.

Transportation System Management

Transportation System Management (TSM) is a system-wide approach to maximize use of existing facilities and available financial resources. TSM fosters cooperation between jurisdictions while minimizing duplication of efforts in the metropolitan Bakersfield

area. Kern COG, in cooperation with the City of Bakersfield, Kern County, Caltrans, and GET, have developed TSM strategies to reduce traffic congestion, fuel consumption, and vehicle emissions, strategies that tend to enhance air quality.

Actions to reduce vehicle trips include: major employers' implementation of staggered and/or flexible work hours; increased flexibility and responsiveness of GET transit vehicles by modifying routes and schedules; carpooling, vanpooling and other forms of ride sharing; and ordinance development to provide guidelines for the development of transportation facilities that adequately provide for future development.

Traffic flow improvements include: 1) coordinating the traffic signal system; 2) modifying traffic signals and providing channelization at intersections; 3) installing new traffic signals; 4) developing on-street parking regulations; 5) developing one-way couplets, and 6) eliminating at-grade railroad crossings.

Transportation Demand Management (TDM)

TDM programs such as CommuteKern help reduce vehicle trips and thereby reduce emission levels by helping people form carpools and vanpools. Using a computerized database, persons with similar origins and destinations are matched. Visit <http://commutekern.org/> for more information. Another such program was the media campaign – radio campaign and color posters – by Kern COG to promote transit service, ridesharing, walking and bicycling to work as part of the commitment to help improve air quality.

FINANCIAL PLAN

Financial Constraint and Funding Assumptions

The FTIP by law must be financially constrained and include a financial plan demonstrating how the projects can be implemented while the existing transportation system is being adequately operated and maintained. Only projects for which construction and operation funds can reasonably be expected to be available may be included.

Revenue and Expenditure	2016-17	2017-18	2018-19	2019-20	Total	Performance Measure Values
Local Streets and Roads	\$16,000,000	\$16,000,000	\$16,000,000	\$16,000,000	\$64,000,000	\$3,200 / lane mile / yr
State Highway Maintenance	\$29,000,000	\$29,000,000	\$29,000,000	\$29,000,000	\$1,160,000,000	\$25,000 / lane mile / yr
Public Transportation	\$65,000,000	\$65,000,000	\$65,000,000	\$65,000,000	\$265,000,000	\$312,000 / vehicle / yr

Operations and maintenance values are provided above as a regional average, combining values of all cities and the County of Kern. Kern COG assembled this information by collecting programming documentation of the state highway system maintenance programs; transit services and local streets and roads maintenance revenue and expenditure information was taken from the State Controller Reports over a 5-year period of time. Kern COG assumes that the current level of funding used for each modal / system category is considered the same for both revenue and expenditures. Values shown in the table above are averages and do not assume inflation.

Kern COG member agencies continue to fall short of funding to maintain and repair roads, however, regions are making the best use of federal-aid funding. In addition to local funds, the Regional Surface Transportation Program funding is used to achieve a state of good repair via maintenance and rehabilitation of local streets and roads.

The revenues and expenditures charts on the following pages demonstrate currently available revenues to finance the projects contained within the TIP. Federal and state revenue projections are based on the best available data as provided by Caltrans. Kern COG uses established estimates through its project selection process to allocate all available revenues against eligible projects. Total project costs are reflected for all projects except some

projects identified in the State Highway/Regional Choice Program. For these projects, please refer to the estimated future total cost listed in the comment section of each project record.

This year, the TIP has a revenue projection of about \$816 million of which only \$777 million would be eligible as programmed expenditures.

Revenue and expenditure summaries are further defined by the funding assumptions below:

- The California State Department of Transportation (Caltrans) provides revenue estimates for the following programs:

- State Transportation Improvement Program (STIP)
- State Highway Operations and Protection Program (SHOPP)
- Active Transportation Program (ATP)
- Congestion Mitigation and Air Quality (CMAQ)
- Highway Bridge Program (HBP)
- Highway Safety Improvement Program (HSIP)
- Railway Highway Crossing
- Regional Surface Transportation Program (RSTP)
- Safe Routes to School (SRTS)

- The California Department of Parks and Recreation provides revenue estimates and programming for the Recreational Trails Program.
- For the transit agencies, grants are on an annualized cycle, projects shown beyond 2016-17 are "projections." As the amounts become available for each new year for the granting agencies, these years are formally amended in the FTIP consistent with the actual grants.
- The local fund commitments are reflected in each entity's capital improvement program and adopted annually by local resolution. Local revenue figures are local match requirements for state and federal funding. The local matching fund exceptions are those projects that are in the Locally Funded Projects of Regional Significance Program of Projects. These projects are subsidized with 100% local funds.

- A few project records in the 2017 TIP, for each respective program listing, only have funding in the prior year column and do not have funding in fiscal years 2016/2017 through 2019/2020. These projects are listed for information purposes only.

These projects were part of the 2015 FTIP and are listed either because: 1. They are close to being completed; or 2. They are in the early stages of implementation. The first case applies to projects listed under the following Program of Projects: Safety, CMAQ, Transit, Non-Motorized (Landscape/Pedestrian), and Recreational Trails. The second case applies to projects listed in the State Highway Regional Choice Program. These projects are in the environmental stage of implementation, may have not received environmental clearance, are in design and/or right way phases and may need additional funding in the future. In addition, all items for information purposes are listed to ensure accurate reimbursements.

Project Priority

In accordance with FAST Act, Kern COG establishes the following priorities: 1) all projects (as a group) shown in the first year of the four year element (16-17) shall have first priority; 2) all projects (as a group) shown in the second year of the four year element (17-18) shall have second priority; 3) all projects (as a group) shown in the third year of the four year element (18-19) shall have third priority; and 4) all projects (as a group) shown in the fourth year of the four year element (19-20) shall have fourth priority.

Kern COG received approval of its Expedited Project Selection Procedure (EPSP) July 15, 2010 as included in Appendix I of this document. The EPSP met the requirements of the Federal Regulations, 23 Code of Federal Regulations (CFR) Part 450 and Title 23 of the United States Code. All projects in the first four years of the Kern COG's 2011 FTIP were considered selected and could be advanced within the four-year period of the 2011 California Federal Statewide Transportation Improvement Program (FSTIP) subject to the conditions set by the EPSP. Projects from the first four years of the 2017 FTIP have been selected using the approved project selection procedures.

As a non-attainment area, TCM projects for each year, consistent with the approved SIP, will be implemented in a timely fashion.

SUMMARY OF REVENUE PROJECTIONS (in thousands of dollars)

Funding / Project Type		FOUR YEAR ELEMENT				16/17 - 19/20
		2016-17	2017-18	2018-19	2019-20	TOTAL
Congestion Mitigation/Air Quality	Federal	\$9,854	\$10,045	\$10,231	\$10,443	\$40,573
FTA - Section 5307	Federal	\$1,025	\$6,066	\$0	\$0	\$7,092
FTA - Section 5310	Federal	\$0	\$0	\$0	\$0	\$0
FTA - Section 5311	Federal	\$0	\$0	\$0	\$0	\$0
FTA - Section 5339	Federal	\$234	\$0	\$0	\$0	\$234
Highway Safety Improvement Program (HSIP)	Federal	\$4,029	\$1,082	\$0	\$0	\$5,111
Railway-Highway Crossings	Federal	\$0	\$0	\$0	\$0	\$0
Recreational Trails Program	Federal	\$0	\$0	\$0	\$0	\$0
Regional Surface Transportation Program	Federal	\$11,085	\$11,518	\$11,938	\$12,422	\$46,963
Safe Routes to School (SRTS)	Federal	\$0	\$0	\$0	\$0	\$0
State Transportation Improvement Program STIP	Federal/State	\$699	\$4,399	\$33,700	\$0	\$38,798
Active Transportation Program	Federal/State	\$3,923	\$2,542	\$3,049	\$0	\$9,514
Demonstration SAFETEA-LU	Federal/State	\$51,372	\$22,362	\$14,556	\$0	\$88,290
Highway Bridge Program (HBP)	Federal/State	\$132	\$0	\$1,315	\$0	\$1,447
Highway Maintenance	Federal/State	\$10,692	\$0	\$0	\$0	\$10,692
Proposition 1B	State	\$10	\$76	\$0	\$0	\$87
State Highway Operations and Protection Program	Federal/State	\$102,519	\$38,292	\$62,455	\$11,223	\$214,489
Transportation Congestion Relief Program (TCRP)	State	\$0	\$1,491	\$0	\$0	\$1,491
Subtotal		\$195,574	\$97,873	\$137,245	\$34,088	\$464,780
Locally Committed Revenues	Local	\$41,571	\$14,722	\$295,424	\$0	\$351,716
TOTAL PROJECTIONS	All Funding	\$237,145	\$112,595	\$432,669	\$34,088	\$816,496

SUMMARY OF REVENUE EXPENDITURES (in thousands of dollars)

Funding / Project Type		FOUR YEAR ELEMENT				16/17 - 19/20
		2016-17	2017-18	2018-19	2019-20	TOTAL
Congestion Mitigation/Air Quality	Federal	\$9,854	\$8,845	\$8,465	\$0	\$27,164
FTA - Section 5307	Federal	\$1,025	\$6,066	\$0	\$0	\$7,092
FTA - Section 5310	Federal	\$0	\$0	\$0	\$0	\$0
FTA - Section 5311	Federal	\$0	\$0	\$0	\$0	\$0
FTA - Section 5339	Federal	\$234	\$0	\$0	\$0	\$234
Highway Safety Improvement Program (HSIP)	Federal	\$4,029	\$1,082	\$0	\$0	\$5,111
Railway-Highway Crossings	Federal	\$0	\$0	\$0	\$0	\$0
Recreational Trails Program	Federal	\$0	\$0	\$0	\$0	\$0
Regional Surface Transportation Program	Federal	\$10,365	\$10,365	\$0	\$0	\$20,730
Safe Routes to School (SRTS)	Federal	\$0	\$0	\$0	\$0	\$0
State Transportation Improvement Program STIP	Federal/State	\$699	\$4,399	\$33,700	\$0	\$38,798
Active Transportation Program	Federal/State	\$3,923	\$2,542	\$3,049	\$0	\$9,514
Demonstration SAFETEA-LU	Federal/State	\$51,372	\$22,362	\$14,556	\$0	\$88,290
Highway Bridge Program (HBP)	Federal/State	\$132	\$0	\$1,315	\$0	\$1,447
Highway Maintenance	Federal/State	\$10,692	\$0	\$0	\$0	\$10,692
Proposition 1B	State	\$10	\$76	\$0	\$0	\$87
State Highway Operations and Protection Program	Federal/State	\$102,519	\$38,292	\$62,455	\$11,223	\$214,489
Transportation Congestion Relief Program (TCRP)	State	\$0	\$1,491	\$0	\$0	\$1,491
Subtotal		\$194,855	\$95,520	\$123,541	\$11,223	\$425,139
Locally Committed Revenues	Local	\$41,571	\$14,722	\$295,424	\$0	\$351,716
TOTAL EXPENDITURES	All Funding	\$236,425	\$110,242	\$418,965	\$11,223	\$776,856

PROJECT LISTINGS BY MODE

Introduction

The 2017 Federal Transportation Improvement Program is comprised of the following transportation categories for project listings:

1. State Highways: state highway projects;
2. State Highways Operations and Protection Program (SHOPP): state highway safety and maintenance projects;
3. Safety Program: local projects including bridge reconstruction, rail retrofits and seismic retrofit work;
4. Regional Surface Transportation Program (RSTP): local rehabilitation and reconstruction projects;
5. Congestion Mitigation & Air Quality (CMAQ): local projects;
6. Transit: Federal Transit Administration & CMAQ transit projects;
7. Non-Motorized Transportation: A. bicycle, pedestrian, and landscape projects; & B. Recreational Trails Program projects.

State highway projects are located in Caltrans Districts 6 and 9, within Kern County as well as some outside Kern County due to funding partnerships.

County Share

National Highway System (NHS) and Surface Transportation Program (STP) dollars are combined with State Highway Account dollars to fund the State Transportation Improvement Program (STIP). Total funding available for the STIP is apportioned into county shares. County shares are the amounts each county should program in a designated five-year funding cycle and are determined by population and vehicle miles traveled. The state highway program has been divided into two funding groups, the Regional Improvement Program (RIP), which programs 75 percent of STIP funding and the Interregional Improvement Program (IIP), which programs 25 percent of the funding. Of the 25 percent, only 10 percent at the State's discretion can be used in urban areas. The remaining 15 percent is dedicated to rural highway projects and other programs such as rail. The SR 58 Connector project in the metropolitan Bakersfield area is the Kern region's number one funding priority.

Regional Priorities

All cost estimates for each programming group are assumed to be fully funded. Estimates are assumed to be for the year in which the phase is implemented. Costs for state highway improvements and regionally significant projects use an annual 3% inflation factor to compensate for inflation over time. Engineering estimates for local and state projects are required for programming beyond the current year of programming.

Criteria used to establish the priorities were developed to result in:

1. A ranked list of regional needs representing the views of local agencies within Kern County;
2. A ranked list of regional needs that would lead to the development of a five-year TIP;
3. A priority list of long-range state highway construction projects within Kern County;
4. A list that would be a basic part of a system plan that could be addressed by the Clean Air Act for the biennial TIP; and
5. A list that would identify funding source deficiencies.

State highway project lists are based on funding sources and potential funding level estimates. The Interregional Improvement Program (IIP) list of projects is a discretionary program developed by Caltrans and available on state highways designated as high emphasis interregional routes. Other state highways, i.e. urban and non-state routes, are funded under the Regional Improvement Program (RIP) program. Kern COG and its member agencies in cooperation with state and federal agencies develop the RIP list of projects. Because both lists of projects draw from the same funding sources, coordination and consensus must be reached between the two lists. All projects in the current TIP are programmed for implementation in the 2016-17 through 2019-20 fiscal years. All projects must be assured of having preliminary study reports done prior to fund allocation. All projects must be within the "county share" limits for Kern County.

The Transportation Technical Advisory Committee (TTAC) uses adopted criteria and ranks the nominated projects for approval by the Kern COG Transportation Planning Policy Committee. The ranking system allows for analysis of a proposed project's expected

performance and impact. Projects in this group have been reviewed and ranked for their technical merits and regional impact. The 100 point technical and regional criteria are summarized below:

SCREENING CRITERIA

Is the proposed project identified in one of the following planning documents? 1) Local circulation plan, 2) Regional Transportation Plan, or 3) State planning document? YES/NO

GENERAL CRITERIA - MAXIMUM OF 100 POINTS

Vehicle Miles Traveled (VMT) Reduction	5 Points
Emissions Reduction	10 Points
Livability	10 Points
Congestion Relief/Productivity (LOS)	25 Points
Safety	25 Points
Cost-Effectiveness (Benefit Cost Analysis B/C Ratio)	20 Points
Travel Time Savings	5 Points

FTIP Project Form Users Guide

The diagram shows a form layout with the following fields and sections:

- 1:** PROGRAM TITLE
- 2:** ROUTE, POSTMILE, PIN, ST/ FED ID
- 3:** DESCRIPTION, TOTAL ESC. COST, CTIPS ID
- 4:** PHASE, PE, R W, CON, TOTAL
- 5:** FOUR YEAR ELEMENT (2016-17, 2017-18, 2018-19, 2019-20, 2020-21, 2021-22)
- 6:** PRIOR, 2016-17, 2017-18, 2018-19, 2019-20, 2020-21, 2021-22
- 7:** LOCAL, STATE, FEDERAL

PROGRAM TITLE		DESCRIPTION	PHASE	PRIOR	FOUR YEAR ELEMENT						LOCAL STATE FEDERAL
ROUTE	POSTMILE				2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	
PIN	ST/ FED ID	TOTAL ESC. COST	PE								
FUND	AQ	CTIPS ID	R W								
LEAD			CON								
			TOTAL								

Item 1: Program title is the name of an existing transportation program, a category of project types, a funding program or a combination of the three.

Item 2: Route and Post mile are road segment information; PIN and ST/FED ID are identification codes used in databases; Fund is the main funding source; AQ identifies a project as conformity exempt or not; Lead is the agency responsible for expediting the project.

Item 3: Description provides project information. Total escalated cost adds all phases of cost for a project grand total. CTIPS ID is the identification code from the California Transportation Improvement Program System.

Item 4: Phase allows programming for standard steps or phases in a large project. PE is preliminary engineering, work done prior to contracting out a job. This is typical for roadwork. R/W is right-of-way work that may be needed for the project and may include cost of property and engineering work. Const or construction phase typically includes the actual cost of the improvements (or capital) and the project administration. Total is the cost for each year as shown in the following columns.

Item 5: Four year element indicates federal funding years.

Item 6: The years represent federal funding years. Federal Fiscal years begin October 1 and end September 31 of the following year. Prior year is offered when a project may still be in progress even though the funding years are past or if a phased project bridges from an earlier year into a current year.

Item 7: Local, state and federal represent an overall funding summary of the projects collective funding sources. This typically includes federal dollars and a local dollar match.

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LISTING OF HIGHWAY PROJECTS

State Highway / Regional Choice

State Highway Operations and Protection Program

(including Minors Program and Highway Maintenance Program)

REGIONAL ADOPTION
Kern Council of Governments: 2017 Federal Transportation Improvement Program

PROGRAM: State Highway / Regional Choice Program

Route Postmile PIN Ste/Fed ID Fund AQ Lead	Description Total Escalated Cost CTIPS ID	Phase	Prior Years	Program Schedule (construction costs escalated per Caltrans percentages)						Funding Summary		
				Four Year Element						Local	State	Federal
				16-17	17-18	18-19	19-20	20-21	21-22			
014 53.0/58.3 KER120105 06-45712 STIP-AC State	NEAR RIDGECREST: SR14 FM 4.8 MILE S OF SR178 WEST TO 0.5 MILE N OF SR178 WEST; CONVERT 2-LANE CONVENTIONAL HWY TO 4-LANE EXPRESSWAY (SEGMENT 2) \$3,250,000 10400000336	PE RW Con	\$3,250,000 Total \$3,250,000								RTP Reference: KER08RTP017 Prior Yr Status: design in progress Future Cost Est: \$42,000,000 Prior \$3,250,000 Current	
014 58.3/62.3 KER010103 06-45711 STIP-AC State	NEAR RIDGECREST: SR14 FM 0.5 MILE N OF SR178 WEST TO 1.7 MILES N OF SR178 EAST; CONVERT 2-LANE CONVENTIONAL HWY TO 4-LANE EXPRESSWAY (SEGMENT 1) \$13,800,000 10400000147	PE RW Con	\$2,500,000 \$11,300,000 Total \$13,800,000								RTP Reference: KER08RTP006 Prior Yr Status: design/RW in progress Future Cost Est: Inyo/Mono CON FY 19/20 Prior \$13,800,000 Current	
046 26.5/30.8 KER120108 06-44255 TCRP(pro) State	IN AND NEAR LOST HILLS: SR 46 FROM BROWN MATERIALS RD TO 0.3 MILE EAST OF LOST HILLS RD; WIDEN FROM TWO TO FOUR LANES (SEGMENT 4B) \$22,430,000 10400000356	PE RW Con						\$22,430,000 Total \$22,430,000			RTP Reference: KER08RTP018 Prior Yr Status: --- Future Cost Est: \$97,000,000 Prior Current \$22,430,000	
046 30.5/33.5 KER120106 06-44254 IP/HPP State	IN AND NEAR LOST HILLS: SR 46 FROM LOST HILLS RD TO 0.9 MILE EAST OF I-5; WIDEN FROM TWO TO FOUR-LANES (SEGMENT 4A)(toll credit applies to PE & RW) \$43,013,000 10400000338	PE RW Con	\$4,030,000 \$10,630,000 Total \$14,660,000	\$400,000	\$27,953,000						RTP Reference: KER14RTP001 Prior Yr Status: design/RW in progress Future Cost Est: --- Prior \$138,000 \$14,522,000 Current \$1,491,000 \$26,862,000	
058 KER080110 NCIIP/IST Bakersfield	IN BAKERSFIELD: ROSEDALE HWY (SR58) FROM WEST OF ALLEN RD TO SR 99; WIDEN EXISTING HIGHWAY \$23,128,062 20400000524	PE RW Con	\$4,607,991 \$4,200,000 \$14,320,071 Total \$23,128,062								RTP Reference: KER08RTP007, KER08RTP090 Prior Yr Status: Construction in progress Future Cost Est: --- Prior \$4,214,440 \$18,913,622 Current	
178 KER120103 NCIIP Bakersfield	IN BAKERSFIELD: 24TH/23RD ST (SR178) FROM SR99 TO EAST OF M ST; INTERSECTION IMPROVEMENTS AT OAK ST & WIDEN EXISTING HIGHWAY \$54,000,000 20400000649	PE RW Con	\$4,000,000 \$14,000,000 Total \$18,000,000	\$36,000,000							RTP Reference: KER08RTP014 Prior Yr Status: design/RW in progress Future Cost Est: --- Prior \$2,064,600 \$15,935,400 Current \$28,394,973 \$7,605,027	

REGIONAL ADOPTION
Kern Council of Governments: 2017 Federal Transportation Improvement Program

PROGRAM: State Highway / Regional Choice Program

Route Postmile PIN Ste/Fed ID Fund AQ Lead	Description Total Escalated Cost CTIPS ID	Phase	Prior Years	Program Schedule (construction costs escalated per Caltrans percentages)						Funding Summary		
				Four Year Element						Local	State	Federal
				16-17	17-18	18-19	19-20	20-21	21-22			
178 KER050108 NCIIP Bakersfield	IN BAKERSFIELD: SR 178 FROM VINELAND TO EAST OF MIRAMONTE; WIDEN EXISTING HIGHWAY \$46,533,209 20400000395	PE RW Con Total	\$11,033,209 \$8,500,000 \$27,000,000 \$46,533,209								RTP Reference: KER08RTP011 Prior Yr Status: Construction in progress Future Cost Est: --- Prior 11,648,715 Current \$34,884,494	
395 29.2/41.8 KER140102 09-21342 STIP-AC State	IN INYO COUNTY: ARCHAEOLOGICAL PRE-MITIGATION FOR OLANCHA / CARTAGO PROJECT (RIP KERN 10%/INYO 40%/MONO 10%;IIP 40%) \$500,000 20400000714	PE RW Con Total			\$500,000						RTP Reference: Inyo RTP p.75 Prior Yr Status: --- Future Cost Est: \$133,141,000 Prior Current \$500,000	
395 29.2/41.8 KER080112 09-21340 STIP-AC State	IN INYO COUNTY: OLANCHA / CARTAGO PROJECT; WIDEN TO FOUR LANE EXPRESSWAY (RIP KERN 10%/INYO 40%/MONO 10%;IIP 40%) \$2,855,000 20400000526	PE RW Con Total	\$1,200,000 \$1,655,000 \$2,855,000								RTP Reference: Inyo RTP p.75 Prior Yr Status: design/RW in progress Future Cost Est: \$133,141,000 Prior \$687,000 Current \$2,168,000	
395 R4.0/48.0 KER010105 08-34040K NH State	IN SAN BERNARDINO COUNTY: I-15 TO FARMINGTON RD; WIDENING (KERN RIP \$681,000) (ENVIRONMENTAL ONLY) \$681,000 20400000193	PE RW Con Total	\$681,000 \$681,000								RTP Reference: SCAG RTP Prior Yr Status: Environmental in Progress Future Cost Est: study only Prior \$78,111 Current \$602,889	
Regional KER120101 PNRS Bakersfield	IN BAKERSFIELD: SR 58 GAP CLOSURE FROM SR 99 TO COTTONWOOD RD (ELEMENT OF BFL BELTWAY SYSTEM) (\$3,286,709 toll credits as part of match) \$19,433,545 20400000646	PE RW Con Total	\$3,000,000 \$16,433,545 \$19,433,545								RTP Reference: KER08RTP019 Prior Yr Status: Project Completion Pending Future Cost Est: --- Prior \$3,000,000 Current \$16,433,545	
Regional KER130101 PNRS Bakersfield	IN BAKERSFIELD: WESTSIDE PARKWAY FROM TRUXTUN AVE TO WEST OF CALLOWAY; OP IMPROVE (ELEMENT OF BFL BELTWAY SYSTEM) \$1,000,000 20400000700	PE RW Con Total		\$1,000,000							RTP Reference: KER08RTP020 Prior Yr Status: --- Future Cost Est: --- Prior Current \$200,000 \$800,000	

REGIONAL ADOPTION
Kern Council of Governments: 2017 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
				16-17	17-18	18-19	19-20	20-21	21-22			
Regional KER130102 Local Bakersfield	IN BAKERSFIELD: WESTSIDE PARKWAY/BRIMHALL RD INTERSECTION IMPROVEMENTS (ELEMENT OF BFL BELTWAY SYSTEM) \$10,150,000 20400000701	PE RW Con Total			\$8,000,000 \$2,150,000 \$10,150,000							RTP Reference: KER08RTP020 Prior Yr Status: --- Future Cost Est: --- Prior Current :10,150,000
Regional KER130105 NCIIP Bakersfield	IN BAKERSFIELD: CENTENNIAL CORRIDOR RIGHT-OF-WAY PROJECT INCLUDING EARLY ACQUISITION (\$18,925,500 toll credits as part of match) \$165,000,000 20400000708	PE RW Con Total	\$165,000,000 \$165,000,000									RTP Reference: KER08RTP020 Prior Yr Status: Project Completion Pending Future Cost Est: --- Prior Current \$165,000,000
Regional KER130106 PNRS/SH Bakersfield	IN BAKERSFIELD: ALONG SR 58 AND SR 99; BELTWAY OP IMPROVE (SR 58 GAP CLOSURE - AN ELEMENT OF THE BAKERSFIELD BELTWAY SYSTEM) \$108,765,222 20400000709	PE RW Con Total	\$108,765,222 \$108,765,222									RTP Reference: KER08RTP020 Prior Yr Status: Construction in progress Future Cost Est: --- Prior 20,259,773 Current \$88,505,449
Regional KER020604 NCIIP Bakersfield	IN BAKERSFIELD: HAGEMAN ROAD EASTERLY ACROSS STATE ROUTE 99 AND CONNECT WITH STATE ROUTE 204 \$10,844,341 \$4,000,000 \$69,844,341 20400000191	PE RW Con Total	\$10,844,341 \$4,000,000 \$14,844,341		\$55,000,000 \$55,000,000							RTP Reference: KER08RTP013 Prior Yr Status: design/RW in progress Future Cost Est: --- Prior \$2,366,621 Current \$12,477,720 Current \$55,000,000
Regional KER050104 NCIIP/PN Bakersfield	IN BFL: CENTENNIAL CORRIDOR (ELEMENT OF BFL BELTWAY SYSTEM), I-5 TO SR58 AT COTTONWOOD; NEW 6 LN FWY SR58/SR99 TO WESTSIDE PWY \$69,489,712 \$20,020,000 \$424,418,712 20400000391	PE RW Con Total	\$69,489,712 \$20,020,000 \$89,509,712	\$48,400,000 \$48,400,000	\$286,509,000 \$286,509,000							RTP Reference: KER08RTP020 Prior Yr Status: RW in progress Future Cost Est: --- Prior \$7,970,470 Current \$81,539,242 Current 244,784,693 \$90,124,307
Regional KER130103 Demo Kern Co.	IN KERN COUNTY: SEVENTH STANDARD RD FROM EAST OF GALPIN ST TO WEST OF SR43; GRADE SEPARATION & WIDENING PHASE II \$480,000 20400000706	PE RW Con Total		\$480,000 \$480,000								RTP Reference: KER08RTP113 Prior Yr Status: --- Future Cost Est: \$14,000,000 Prior Current \$80,000 \$400,000

REGIONAL ADOPTION
Kern Council of Governments: 2017 Federal Transportation Improvement Program

PROGRAM: State Highway / Regional Choice Program

Route Postmile PIN Ste/Fed ID Fund AQ Lead	Description Total Escalated Cost CTIPS ID	Phase	Program Schedule (construction costs escalated per Caltrans percentages)						Funding Summary					
			Prior Years	Four Year Element					Local	State	Federal			
				16-17	17-18	18-19	19-20	20-21				21-22		
Various KER140101 STIP-AC 4.01 KCOG	PLANNING, PROGRAMMING AND MONITORING \$797,000 20400000713	PE RW Con Total		\$299,000	\$299,000	\$199,000					RTP Reference: 2014 RTP, Page 6-6 Prior Yr Status: --- Future Cost Est: ---			
				\$299,000	\$299,000	\$199,000					Prior			
											Current			\$797,000

REGIONAL ADOPTION
Kern Council of Governments: 2017 Federal Transportation Improvement Program

PROGRAM: State Highway Operations and Protection Program

Route Postmile PIN Ste/Fed ID Fund AQ Lead	Description Total Escalated Cost CTIPS ID	Phase	Prior Years	Program Schedule (construction costs escalated per Caltrans percentages)						Funding Summary			
				Four Year Element						Local	State	Federal	
				16-17	17-18	18-19	19-20	20-21	21-22				
Various Various KER160205 SHOPP-A 1.10 State	GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION - SHOPP ROADWAY PRESERVATION PROGRAM \$109,020,000 20400000829	PE RW Con Total		\$63,955,000		\$45,065,000						RTP Reference: 2014 RTP, Page 6-6 Prior Yr Status: --- Future Cost Est: --- Prior Current	\$109,020,000
Various Various KER160206 NHS/STP 1.10 State	GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION ON THE STATE HIGHWAY SYSTEM - HIGHWAY MAINTENANCE (\$1,226,373 toll credits \$10,692,000 20400000830	PE RW Con Total		\$10,692,000								RTP Reference: 2014 RTP, Page 6-6 Prior Yr Status: --- Future Cost Est: --- Prior Current	\$10,692,000
Various Various KER160204 SHOPP-A 1.12 State	GROUPED PROJECTS FOR EMERGENCY REPAIR - SHOPP EMERGENCY RESPONSE PROGRAM \$28,089,000 2040000828	PE RW Con Total		\$28,089,000								RTP Reference: 2014 RTP, Page 6-6 Prior Yr Status: --- Future Cost Est: --- Prior Current	\$28,089,000
Various Various KER160203 SHOPP-A 1.09 State	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SHOPP COLLISION REDUCTION PROGRAM \$32,779,000 20400000827	PE RW Con Total		\$10,475,000	\$18,820,000	\$3,484,000						RTP Reference: 2014 RTP, Page 6-6 Prior Yr Status: --- Future Cost Est: --- Prior Current	\$32,779,000
Various Various KER160201 SHOPP-A 4.09 State	GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS - SHOPP ROADSIDE PRESERVATION PROGRAM \$1,581,000 20400000824	PE RW Con Total				\$1,581,000						RTP Reference: 2014 RTP, Page 6-6 Prior Yr Status: --- Future Cost Est: --- Prior Current	\$1,581,000
Various Various KER160202 SHOPP-A 1.19 State	GROUPED PROJECTS FOR BRIDGE REHABILITATION AND RECONSTRUCTION - SHOPP PROGRAM \$43,020,000 20400000826	PE RW Con Total			\$19,472,000	\$12,325,000	\$11,223,000					RTP Reference: 2014 RTP, Page 6-6 Prior Yr Status: --- Future Cost Est: --- Prior Current	\$43,020,000

LOCAL STREETS AND ROADS

Safety Program

The Safety Program is the section that includes: 1) bridge replacement and rehabilitation under the Highway Bridge Program; 2) Highway Safety Improvement Program (HSIP); 3) Railway Highway Crossing projects; 4) Safe Routes to School (SRTS); and 5) Emergency Repair Program. Projects are selected on a discretionary basis after competing with local projects submitted by other regions statewide.

Locally Funded Projects

"Locally Funded Projects" identify projects incorporated into the modeling efforts required for the conformity analysis of this document. These projects are considered "Regionally Significant" from an air quality standpoint and are 100 percent funded with local dollars.

Regional Surface Transportation Program (RSTP)

Local streets and roads projects are listed by lead agency. RSTP is the primary funding source for these projects. Most RSTP projects are listed in grouped project categories and are programmed to reflect the yearly apportionment determined for the Kern region.

Congestion Mitigation & Air Quality (CMAQ)

CMAQ Program is another funding source for local projects. Projects are programmed to reflect the yearly apportionments for the Kern Region. Projects listed in this section are local streets and road projects and non-transit projects. Transit projects using CMAQ funds are listed in the Mass Transportation section.

Implementation of a local cost effectiveness CMAQ policy began with projects in fiscal year 10/11. The policy states that 20% of CMAQ funds will go to projects that meet a minimum cost-effectiveness threshold for emissions reductions set by the San Joaquin Valley Metropolitan Planning Organizations in consultation with the interagency consultation partners. Policy details are available in Appendix F.

LOCAL STREETS AND ROADS LIST OF PROJECTS

Safety Program

Locally Funded Projects of Regional Significance – no projects

Regional Surface Transportation Program

Congestion Mitigation and Air Quality (Non-transit)

REGIONAL ADOPTION
Kern Council of Governments: 2017 Federal Transportation Improvement Program

PROGRAM: Safety Program

Route Postmile PIN Ste/Fed ID Fund AQ Lead	Description Total Escalated Cost CTIPS ID	Phase	Program Schedule (construction costs escalated per Caltrans percentages)						Funding Summary		
			Prior Years	Four Year Element					Local	State	Federal
				16-17	17-18	18-19	19-20	20-21			
KER140601 HSIP 1.06 Various	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS -HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP). NON-CAPACITY INCREASING PROJECTS ONLY. (40 CFR TABLES \$7,484,166 20400000710	PE RW Con Total	\$2,223,266 \$2,223,266	\$4,179,100 \$4,179,100	\$1,081,800 \$1,081,800						RTP Reference: 2014 RTP, Page 6-6 Prior Yr Status: --- Future Cost Est: --- Prior \$117,662 \$2,105,604 Current \$149,630 \$5,111,270
KER060601 HBP 1.19 Various	GROUPED PROJECTS FOR BRIDGE REHABILITATION AND RECONSTRUCTION - HIGHWAY BRIDGE PROGRAM (HBP). NON-CAPACITY PROJECTS ONLY. (40 CFR \$3,830,500 20400000418	PE RW Con Total	\$2,196,000 \$2,196,000	\$148,591 \$148,591	\$1,485,909 \$1,485,909						RTP Reference: 2014 RTP, Page 6-6 Prior Yr Status: --- Future Cost Est: --- Prior \$251,881 \$1,944,119 Current \$187,477 \$1,447,023
KER160601 Sec. 130 1.01 Various	GROUPED PROJECTS FOR RAILROAD/HIGHWAY CROSSING \$1,374,250 20400000831	PE RW Con Total	\$1,374,250 \$1,374,250								RTP Reference: 2014 RTP, Page 6-6 Prior Yr Status: Project Completion Pending Future Cost Est: --- Prior \$1,374,250 Current

REGIONAL ADOPTION
Kern Council of Governments: 2017 Federal Transportation Improvement Program

PROGRAM: Regional Surface Transportation Program

Route Postmile PIN Ste/Fed ID Fund AQ Lead	Description Total Escalated Cost CTIPS ID	Phase	Prior Years	Program Schedule (construction costs escalated per Caltrans percentages)						Funding Summary		
				Four Year Element						Local	State	Federal
				16-17	17-18	18-19	19-20	20-21	21-22			
KER160405 RSTP 4.01 KCOG	IN KERN COUNTY: REGIONAL TRAFFIC COUNT PROGRAM \$180,000 20400000809	PE RW Con Total		\$90,000	\$90,000						RTP Reference: 2014 RTP, Page 5-21 Prior Yr Status: --- Future Cost Est: --- Prior Current \$20,646 \$159,354	
KER160403 RSTP 4.09 McFarland	IN MCFARLAND: SOUTHSIDE OF W. KERN AVE; 3RD ST TO 4TH ST; LANDSCAPING AND PEDESTRIAN IMPROVEMENTS \$374,402 20400000805	PE RW Con Total		\$36,117	\$338,285						RTP Reference: 2014 RTP, Page 5-21 Prior Yr Status: --- Future Cost Est: --- Prior Current \$50,402 \$324,000	
KER160404 RSTP 1.19 Shafter	IN SHAFTER: GROUPED PROJECT FOR NON-CAPACITY WIDENING (NO ADDITIONAL TRAVEL LANES) \$509,690 20400000806	PE RW Con Total	\$277,000	\$232,690							RTP Reference: 2014 RTP, Page 5-21 Prior Yr Status: --- Future Cost Est: --- Prior \$49,000 \$228,000 Current \$26,690 \$206,000	
KER160402 RSTP 1.10 Various	VARIOUS LOCATIONS: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY) \$33,197,326 20400000804	PE RW Con Total	\$10,505,645	\$11,365,132	\$11,326,549						RTP Reference: 2014 RTP, Page 5-21 Prior Yr Status: --- Future Cost Est: --- Prior \$1,268,601 \$9,237,044 Current \$2,650,799 \$20,040,882	

REGIONAL ADOPTION
Kern Council of Governments: 2017 Federal Transportation Improvement Program

PROGRAM: Congestion Mitigation and Air Quality Program (Non-transit projects)

Route Postmile PIN Ste/Fed ID Fund AQ Lead	Description Total Escalated Cost CTIPS ID	Phase	Prior Years	Program Schedule (construction costs escalated per Caltrans percentages)						Funding Summary		
				Four Year Element						Local	State	Federal
				16-17	17-18	18-19	19-20	20-21	21-22			
KER140507 CMAQ 5.07 Bakersfield	IN BAKERSFIELD: GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SAFER ROADS \$929,300 20400000735	PE RW Con Total	\$929,300 \$929,300									RTP Reference: 2014 RTP, Page 5-4 Prior Yr Status: Project Completion Pending Future Cost Est: --- Prior \$106,593 Current \$822,707
KER160506 CMAQ 5.01 Bakersfield	IN BAKERSFIELD ON TRUXTUN AVE.: BETWEEN EMPIRE DR. AND OAK ST.; OPERATIONAL IMPROVEMENTS \$4,645,500 20400000815	PE RW Con Total		\$895,500 \$750,000	\$3,000,000							RTP Reference: 2014 RTP, Page 5-4 Prior Yr Status: --- Future Cost Est: --- Prior Current \$1,989,600 \$2,655,900
KER140508 CMAQ 5.01 Bakersfield	IN BAKERSFIELD: MOHAWK ST FROM TRUXTUN AVE TO CALIFORNIA AVE; CONSTRUCT MEDIAN ISLAND \$300,000 20400000736	PE RW Con Total	\$300,000 \$300,000									RTP Reference: 2014 RTP, Page 5-4 Prior Yr Status: Project Completion Pending Future Cost Est: --- Prior \$34,410 Current \$265,590
KER160510 CMAQ 1.10 Cal. City	IN CALIFORNIA CITY ON MENDIBURU RD.: FROM HACIENDA BLVD. TO NEURALIA RD.; SURFACE UNPAVED STREET \$1,636,727 20400000819	PE RW Con Total			\$199,950 \$1,436,777							RTP Reference: 2014 RTP, Page 5-4 Prior Yr Status: --- Future Cost Est: --- Prior Current \$364,749 \$1,271,978
KER160501 CMAQ 3.01 KCOG	IN KERN COUNTY: COMMUTEKERN'S RIDESHARE PROGRAM \$475,306 20400000810	PE RW Con Total		\$231,420	\$243,886							RTP Reference: 2014 RTP, Page 5-4 Prior Yr Status: --- Future Cost Est: --- Prior Current \$54,518 \$420,788
KER160511 CMAQ 1.10 Kern Co.	IN ROSAMOND ON DAWN RD: BETWEEN 30TH ST WEST TO SIERRA HWY; SURFACE UNPAVED STREET \$900,000 20400000820	PE RW Con Total			\$900,000							RTP Reference: 2014 RTP, Page 5-4 Prior Yr Status: --- Future Cost Est: --- Prior Current \$103,230 \$796,770

REGIONAL ADOPTION
Kern Council of Governments: 2017 Federal Transportation Improvement Program

PROGRAM: Congestion Mitigation and Air Quality Program (Non-transit projects)

Route Postmile PIN Ste/Fed ID Fund AQ Lead	Description Total Escalated Cost CTIPS ID	Phase	Prior Years	Program Schedule (construction costs escalated per Caltrans percentages)						Funding Summary		
				Four Year Element						Local	State	Federal
				16-17	17-18	18-19	19-20	20-21	21-22			
KER160512 CMAQ 1.10 Kern Co.	IN ROSAMOND ON 40 ST WEST; BETWEEN SWEESTER RD. TO FAVORITO RD.; SURFACE UNPAVED STREET \$400,000 20400000821	PE RW Con Total			\$400,000							RTP Reference: 2014 RTP, Page 5-4 Prior Yr Status: --- Future Cost Est: --- Prior Current \$45,880 \$354,120
KER160509 CMAQ 1.10 Ridgecrest	IN RIDGECREST ON SUNLAND ST; BOWMAN AVE TO DOLPHIN AVE; SURFACE UNPAVED STREET \$763,716 20400000818	PE RW Con Total		\$73,908	\$689,808							RTP Reference: 2014 RTP, Page 5-4 Prior Yr Status: --- Future Cost Est: --- Prior Current \$87,599 \$676,117
KER160502 CMAQ 5.06 Tehachapi	IN TEHACHAPI: TEHACHAPI BLVD BETWEEN MILL ST AND PAULEY ST; CONSTRUCT PARK-AND-RIDE \$1,667,270 20400000811	PE RW Con Total		\$178,635	\$1,488,635							RTP Reference: 2014 RTP, Page 5-4 Prior Yr Status: --- Future Cost Est: --- Prior Current \$105,737 \$86,500 \$1,475,033
KER160508 CMAQ 1.04 various	IN KERN COUNTY: GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS \$16,525,320 20400000817	PE RW Con Total		\$6,075,255	\$4,319,746	\$6,130,319						RTP Reference: 2014 RTP, Page 5-4 Prior Yr Status: --- Future Cost Est: --- Prior Current \$1,899,881 \$14,625,439
KER160507 CMAQ 5.02 various	IN BAKERSFIELD: GROUPED PROJECTS FOR INTERSECTION SIGNALIZATION \$2,065,000 20400000816	PE RW Con Total		\$1,815,000	\$250,000							RTP Reference: 2014 RTP, Page 5-4 Prior Yr Status: --- Future Cost Est: --- Prior Current \$236,907 \$1,828,093
KER160514 CMAQ 4.01 Wasco	IN WASCO: PURCHASE ONE REPLACEMENT CNG STREET SWEEPER \$350,000 20400000822	PE RW Con Total			\$350,000							RTP Reference: 2014 RTP, Page 5-4 Prior Yr Status: --- Future Cost Est: --- Prior Current \$40,145 \$309,855

REGIONAL ADOPTION
Kern Council of Governments: 2017 Federal Transportation Improvement Program

PROGRAM: Congestion Mitigation and Air Quality Program (Non-transit projects)

Route Postmile PIN Ste/Fed ID Fund AQ Lead	Description Total Escalated Cost CTIPS ID	Phase	Program Schedule (construction costs escalated per Caltrans percentages)						Funding Summary		
			Prior Years	Four Year Element					Local	State	Federal
				16-17	17-18	18-19	19-20	20-21			
KER160513 CMAQ 4.01 Wasco	IN WASCO: PURCHASE ONE REPLACEMENT CNG SANITATION TRUCK \$350,000 20400000822	PE RW Con Total			\$350,000						RTP Reference: 2014 RTP, Page 5-4 Prior Yr Status: --- Future Cost Est: ---
					\$350,000						Prior
											Current \$40,145 \$309,855

AVIATION

The airport system in Kern County includes one of the largest county-owned and operated airports in the country, several municipally-owned airports, special airport districts, numerous privately-owned airports, and two major military facilities. Scheduled air carrier and commuter airline service is provided at Meadows Field in Bakersfield, which serves most of the air trade area of Bakersfield and Kern County. Scheduled air carrier service is also provided at Inyokern Airport, adjacent to the Naval Air Weapons Station (NAWS) China Lake, in the northeastern part of the county. Other public use airports, both publicly and privately-owned, serve a wide range of general aviation needs, including business, recreational, personal, and agricultural activities.

Edwards Air Force Base (EAFB) and NAWS China Lake are located in the eastern part of the county. These installations and the airspace they jointly manage (20,000 square miles) are used for research, development, test and evaluation of weapons and weapon systems. From America's first jet airplane to the landings of the space shuttle, EAFB has been the scene of more major milestones in flight than any other place on earth.

Airport Funding

Kern COG works with the Caltrans Division of Aeronautics and the California Transportation Commission to develop a comprehensive program to provide continuity in airport funding and development in Kern County and California. New project requests are solicited and submitted to the Caltrans Division of Aeronautics as required according to projects included in the Capital Improvement Program of the California Aviation System Plan (CASP) for state funding and aviation projects included in the National Plan for Integrated Airport Systems (NPIAS) for federal funding. Kern COG in the past published these lists of projects; however, sources of funding are discretionary and sporadic. Therefore, the lists served no useful purpose at the regional level. Kern COG will continue to cooperate with state and federal aviation agencies in maintaining and updating the aviation capital improvement lists as needed.

MASS TRANSPORTATION

Mass Transit Project Development Funding

Four types of Federal Transit Administration (FTA) funding are listed in the FTIP:

49 USC 5307: Program provides financial operating and capital purchase assistance to operators of urban public transportation services. Funds are apportioned to urbanized areas (population over 50,000) based on a formula using population and population density.

49 USC 5310: Program funds private nonprofit corporations and public transit agencies to support services for elderly and disabled persons. Capital assistance is provided up to 80 percent of the net project cost.

49 USC 5311: Program provides financial operating and capital purchase assistance to operators of non-urban public transportation services. Funds are apportioned to non-urbanized areas (population under 50,000).

49 USC 5339: Program funds capital projects to replace, rehabilitate, and purchase buses and related equipment; and to construct bus-related facilities.

Delano

The Delano Area Rapid Transit (DART) provides fixed-route service on four routes and demand responsive public transportation service (Dial-A-Ride) for residents of Delano and those residing within the immediate county area. Both capital and operating projections are required.

GET

The Golden Empire Transit (GET) District provides fixed-route service for residents of the greater Bakersfield area. GET also oversees the operation of GET-A-LIFT, a service to the disabled. Both capital and operating projections are required.

Kern County

Transit services are also provided by the County of Kern for rural and unincorporated areas countywide. Present services include dial-a-ride for the elderly and disabled. Special routes provide connections between outlying rural communities and the metropolitan Bakersfield area.

Special Needs

Other capital improvement projects listed in the Transit program are for special groups throughout the County, which are serving the needs for the elderly and physically challenged. Some of these groups provide service solely to registered clients. The designated Consolidated Transportation Service Area (CTSA) for metropolitan Bakersfield provides service as needed to the senior and physically challenged community.

Rail

There are no projects available for listing in this section at this time. Projects to upgrade existing rail stations are initiated by Caltrans Division of Rail. These are part of a statewide program to upgrade stations and track for interregional rail. Other grade crossing projects are reflected in the grouped projects for safety improvements listing.

MASS TRANSPORTATION LIST OF PROJECTS

Transit – Funded by FTA

Rail Program – no projects

Transit – Funded by CMAQ

REGIONAL ADOPTION
Kern Council of Governments: 2017 Federal Transportation Improvement Program

PROGRAM: Transit Program (Non-CMAQ)

Route Postmile PIN Ste/Fed ID Fund AQ Lead	Description Total Escalated Cost CTIPS ID	Phase	Prior Years	Program Schedule (construction costs escalated per Caltrans percentages)						Funding Summary		
				Four Year Element						Local	State	Federal
				16-17	17-18	18-19	19-20	20-21	21-22			
KER150814 Sec. 5307 2.10 Delano	IN DELANO: PURCHASE OF ONE REPLACEMENT CNG DIAL-A-RIDE BUS \$110,000 20400000791	PE RW Con Total		\$110,000								RTP Reference: 2014 RTP, Page 5-4 Prior Yr Status: --- Future Cost Est: --- Prior Current \$22,000 \$88,000
KER150810 Sec. 5307 2.01 Delano	IN DELANO: OPERATING ASSISTANCE \$1,831,237 20400000787	PE RW Con Total	\$1,831,237									RTP Reference: 2014 RTP, Page 5-4 Prior Yr Status: Project Completion Pending Future Cost Est: --- Prior \$915,619 \$915,618 Current
KER150811 Sec. 5307 2.10 Delano	IN DELANO: PURCHASE OF THREE REPLACEMENT GAS DIAL-A-RIDE VANS \$165,000 20400000788	PE RW Con Total	\$165,000									RTP Reference: 2014 RTP, Page 5-4 Prior Yr Status: Project Completion Pending Future Cost Est: --- Prior \$33,000 \$132,000 Current
KER150813 Sec. 5307 2.01 Delano	IN DELANO: OPERATING ASSISTANCE \$1,874,766 20400000790	PE RW Con Total		\$1,874,766								RTP Reference: 2014 RTP, Page 5-4 Prior Yr Status: --- Future Cost Est: --- Prior Current \$937,383 \$937,383
KER150815 Sec. 5339 2.10 Delano	IN DELANO: PURCHASE OF ONE REPLACEMENT CNG DIAL-A-RIDE BUS \$110,000 20400000792	PE RW Con Total		\$110,000								RTP Reference: 2014 RTP, Page 5-4 Prior Yr Status: --- Future Cost Est: --- Prior Current \$16,500 \$93,500
KER150812 Sec. 5339 2.10 Delano	IN DELANO: PURCHASE OF THREE REPLACEMENT GAS DIAL-A-RIDE VANS \$165,000 20400000789	PE RW Con Total		\$165,000								RTP Reference: 2014 RTP, Page 5-4 Prior Yr Status: --- Future Cost Est: --- Prior Current \$24,750 \$140,250

REGIONAL ADOPTION
Kern Council of Governments: 2017 Federal Transportation Improvement Program

PROGRAM: Transit Program (Non-CMAQ)

Route Postmile PIN Ste/Fed ID Fund AQ Lead	Description Total Escalated Cost CTIPS ID	Phase	Prior Years	Program Schedule (construction costs escalated per Caltrans percentages)						Funding Summary		
				Four Year Element						Local	State	Federal
				16-17	17-18	18-19	19-20	20-21	21-22			
KER150809 Sec. 5307 2.01 GET	IN BAKERSFIELD: PREVENTIVE MAINTENANCE \$7,582,775 20400000786	PE RW Con Total			\$7,582,775							RTP Reference: 2014 RTP, Page 5-4 Prior Yr Status: --- Future Cost Est: --- Prior Current \$1,516,555 \$6,066,220
KER150806 Sec. 5307 2.10 GET	IN BAKERSFIELD: PURCHASE OF 24 REPLACEMENT CNG BUSES \$14,400,000 20400000783	PE RW Con Total	\$14,400,000									RTP Reference: 2014 RTP, Page 5-4 Prior Yr Status: Project Completion Pending Future Cost Est: --- Prior \$2,880,000 \$11,520,000 Current
KER150807 Sec. 5307 2.10 GET	IN BAKERSFIELD: PURCHASE OF FIVE REPLACEMENT CNG PARATRANSIT BUSES \$675,000 20400000784	PE RW Con Total	\$675,000									RTP Reference: 2014 RTP, Page 5-4 Prior Yr Status: Project Completion Pending Future Cost Est: --- Prior \$135,000 \$540,000 Current
KER150808 Sec. 5307 2.01 GET	IN BAKERSFIELD: PREVENTIVE MAINTENANCE \$7,221,690 20400000785	PE RW Con Total	\$7,221,690									RTP Reference: 2014 RTP, Page 5-4 Prior Yr Status: Project Completion Pending Future Cost Est: --- Prior \$1,444,338 \$5,777,352 Current
KER160802 Sec. 5311 2.01 various	GROUPED PROJECTS FOR OPERATING ASSISTANCE TO TRANSIT AGENCIES \$15,071,495 20400000825	PE RW Con Total	\$15,071,495									RTP Reference: 2014 RTP, Page 5-4 Prior Yr Status: Project Completion Pending Future Cost Est: --- Prior 13,675,906 \$1,395,589 Current
KER160801 Sec. 5339 2.10 various	GROUPED PROJECTS FOR PURCHASE OF NEW BUSES AND RAIL CARS TO REPLACE EXISTING VEHICLES OR FOR MINOR EXPANSIONS OF THE FLEET \$419,484 20400000801	PE RW Con Total	\$419,484									RTP Reference: 2014 RTP page 5-4 Prior Yr Status: Project Completion Pending Future Cost Est: --- Prior \$62,928 \$356,556 Current

REGIONAL ADOPTION
Kern Council of Governments: 2017 Federal Transportation Improvement Program

PROGRAM: Congestion Mitigation and Air Quality Program (Transit Projects)

Route Postmile PIN Ste/Fed ID Fund AQ Lead	Description Total Escalated Cost CTIPS ID	Phase	Prior Years	Program Schedule (construction costs escalated per Caltrans percentages)						Funding Summary		
				Four Year Element						Local	State	Federal
				16-17	17-18	18-19	19-20	20-21	21-22			
KER160504 CMAQ 2.10 GET	IN BAKERSFIELD: PURCHASE TWO REPLACEMENT 40' ELECTRIC BUSES \$1,500,000 20400000813	PE RW Con Total		\$1,500,000							RTP Reference: 2014 RTP, Page 5-4 Prior Yr Status: --- Future Cost Est: --- Prior Current \$172,050 \$1,327,950	
KER140502 CMAQ 5.06 GET	IN BAKERSFIELD: ON THE CALIFORNIA STATE UNIVERSITY, BAKERSFIELD CAMPUS; CONSTRUCTION OF A PUBLIC TRANSIT CENTER \$1,345,100 20400000730	PE RW Con Total	\$130,985 \$1,214,115								RTP Reference: 2014 RTP, Page 5-4 Prior Yr Status: Project Completion Pending Future Cost Est: --- Prior \$154,300 \$1,190,800 Current	
KER140503 CMAQ 2.06 GET	IN BAKERSFIELD: EXPANSION OF PASSIVE SOLAR ELECTRIC CONVERSION SYSTEM \$1,624,300 20400000731	PE RW Con Total	\$1,624,300								RTP Reference: 2014 RTP, Page 5-4 Prior Yr Status: Project Completion Pending Future Cost Est: --- Prior \$186,308 \$1,437,992 Current	
KER160505 CMAQ 2.10 KCSS	IN BAKERSFIELD: CNG SCHOOL BUS REPLACEMENT \$925,000 20400000814	PE RW Con Total		\$925,000							RTP Reference: 2014 RTP, Page 5-4 Prior Yr Status: --- Future Cost Est: --- Prior Current \$462,500 \$462,500	
KER160503 CMAQ 5.06 Kern Co.	IN MOJAVE: CONSTRUCT TRANSIT CENTER \$1,000,000 20400000812	PE RW Con Total		\$1,000,000							RTP Reference: 2014 RTP, Page 5-4 Prior Yr Status: --- Future Cost Est: --- Prior Current \$350,000 \$650,000	

NON-MOTORIZED TRANSPORTATION

Non-motorized transportation is defined as trips made on foot or by bicycle. Bicycling, walking or jogging have become popular modes of travel for neighborhood trips. Mixed land use developments have been instituted within the Kern region to encourage non-motorized trips. Many developments are no longer exclusively residential, but include commercial, office, school, and other governmental land uses in the same development. Such mixed uses encourage non-motorized transportation by reducing the travel distance for many urban services and activities. Mixed land-use policies have resulted in reduced air pollution, fuel consumption, and traffic congestion. The future for non-motorized transportation is promising as the Kern region grows.

Bicycle Path & Pedestrian/Landscape Projects

The selection process for Active Transportation Program (ATP) funded projects was a state process, through the California Transportation Commission (CTC). Once yearly apportionment planning amounts were assigned, agency participants of the MPO evaluated projects on an individual basis using the state established set of project criteria. Once the ranking was established and new projects were selected, the MPO was able to include the projects into the FTIP. The CTC approves the allocation of funding. The ATP projects are separated into two lists: bicycle projects and pedestrian/landscape projects. New projects in this category will eventually be selected using the ATP guidelines that the CTC approved on March 17, 2016.

Recreational Trails Program

The Recreational Trails Program is an assistance program of the U.S. Department of Transportation's Federal Highway Administration (FHWA). The Recreational Trails Program provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

NON-MOTORIZED TRANSPORTATION LIST OF PROJECTS

Bicycle Path

Pedestrian / Landscape

Recreational Trails Program

REGIONAL ADOPTION
Kern Council of Governments: 2017 Federal Transportation Improvement Program

PROGRAM: Non-Motorized Program (Bike Projects)

Route Postmile PIN Ste/Fed ID Fund AQ Lead	Description Total Escalated Cost CTIPS ID	Phase	Prior Years	Program Schedule (construction costs escalated per Caltrans percentages)						Funding Summary		
				Four Year Element						Local	State	Federal
				16-17	17-18	18-19	19-20	20-21	21-22			
KER161001 ATP 3.02 Kern Co.	IN KERN COUNTY: KERN RIVER PARKWAY; CONSTRUCT BIKE TRAIL WESTERN EXTENSION PHASE I \$4,499,000 20400000802	PE RW Con Total	\$100,000 \$100,000	\$300,000 \$300,000	\$700,000 \$350,000 \$1,050,000	\$3,049,000 \$3,049,000					RTP Reference: 2014 RTP, Page 5-14 Prior Yr Status: --- Future Cost Est: --- Prior \$100,000 Current \$850,000 \$3,549,000	
KER141008 ATP 3.02 Wasco	IN WASCO: TERESA BURKE ELEMENTARY SCHOOL & FILBURN AVE; CONSTRUCT BIKE & PEDESTRIAN IMPROVEMENTS \$1,794,000 20400000776	PE RW Con Total	\$114,000 \$110,000 \$1,570,000 \$1,794,000								RTP Reference: 2014 RTP, Page 5-18 Prior Yr Status: Project Completion Pending Future Cost Est: --- Prior \$1,794,000 Current	
KER151007 ATP 3.02 Wasco	IN WASCO: JOHN L PRUEITT SCHOOL; CONSTRUCT BIKE & PEDESTRIAN IMPROVEMENTS \$473,000 20400000774	PE RW Con Total	\$31,000 \$22,000 \$420,000 \$473,000								RTP Reference: 2014 RTP, Page 5-18 Prior Yr Status: Project Completion Pending Future Cost Est: --- Prior \$473,000 Current	

REGIONAL ADOPTION
Kern Council of Governments: 2017 Federal Transportation Improvement Program

PROGRAM: Non-Motorized Program (Landscape/Pedestrian Projects)

Route Postmile PIN Ste/Fed ID Fund AQ Lead	Description Total Escalated Cost CTIPS ID	Phase	Prior Years	Program Schedule (construction costs escalated per Caltrans percentages)						Funding Summary		
				Four Year Element						Local	State	Federal
				16-17	17-18	18-19	19-20	20-21	21-22			
KER151001 ATP 3.02 Arvin	IN ARVIN: T02 VARIOUS LOCATIONS; CONSTRUCT SIDEWALK IMPROVEMENTS \$680,000 20400000768	PE RW Con Total	\$5,000 \$95,000 \$580,000 \$680,000									RTP Reference: 2014 RTP, Page 5-18 Prior Yr Status: Project Completion Pending Future Cost Est: --- Prior \$680,000 Current
KER151009 ATP 3.02 Bakersfield	IN BAKERSFIELD: A STREET: BETWEEN BRUNDAGE LANE AND SAN EMIDIO ST; CONSTRUCT SIDEWALK IMPROVEMENTS \$1,110,000 20400000794	PE RW Con Total		\$1,110,000								RTP Reference: 2014 RTP, Page 5-18 Prior Yr Status: --- Future Cost Est: --- Prior Current \$55,000 \$1,055,000
KER151002 ATP 3.02 Bakersfield	IN BAKERSFIELD: FRANK WEST ELEMENTARY SCHOOL; SAFE ROUTES TO SCHOOL IMPROVEMENTS \$312,000 20400000769	PE RW Con Total	\$312,000									RTP Reference: 2014 RTP, Page 5-18 Prior Yr Status: Project Completion Pending Future Cost Est: --- Prior \$312,000 Current
KER151012 ATP 3.02 Kern Co.	IN LAMONT: VARIOUS STREETS; CONSTRUCT PEDESTRIAN IMPROVEMENTS \$1,980,000 20400000797	PE RW Con Total	\$350,000 \$200,000 \$550,000	\$1,430,000								RTP Reference: 2014 RTP, Page 5-18 Prior Yr Status: --- Future Cost Est: --- Prior \$550,000 Current \$1,430,000
KER151004 ATP 3.02 Kern Co.	IN KERN COUNTY: MOJAVE; CONSTRUCT PEDESTRIAN IMPROVEMENTS \$640,000 20400000771	PE RW Con Total	\$75,000 \$565,000 \$75,000	\$565,000								RTP Reference: 2014 RTP, Page 5-18 Prior Yr Status: --- Future Cost Est: --- Prior \$75,000 Current \$316,000 \$249,000
KER151011 ATP 3.02 Kern Co.	IN MOJAVE: VARIOUS STREETS IN DOWNTOWN AREA; CONSTRUCT PEDESTRIAN IMPROVEMENTS \$1,246,000 20400000796	PE RW Con Total	\$220,000 \$1,026,000 \$220,000	\$1,026,000								RTP Reference: 2014 RTP, Page 5-18 Prior Yr Status: --- Future Cost Est: --- Prior \$220,000 Current \$130,000 \$896,000

REGIONAL ADOPTION
Kern Council of Governments: 2017 Federal Transportation Improvement Program

PROGRAM: Non-Motorized Program (Landscape/Pedestrian Projects)

Route Postmile PIN Ste/Fed ID Fund AQ Lead	Description Total Escalated Cost CTIPS ID	Phase	Prior Years	Program Schedule (construction costs escalated per Caltrans percentages)						Funding Summary				
				Four Year Element						Local	State	Federal		
				16-17	17-18	18-19	19-20	20-21	21-22					
KER151013 ATP 3.02 McFarland	IN MCFARLAND: KERN AVENUE ELEMENTARY SR2S CONNECTIVITY \$293,000 20400000798	PE RW Con		\$30,000						RTP Reference: 2014 RTP, Page 5-18 Prior Yr Status: --- Future Cost Est: ---	Prior	Current	\$293,000	
				\$263,000										
				Total	\$293,000									
KER151014 ATP 3.02 Tehachapi	IN TEHACHAPI: SECTIONS OF H ST AND TEHACHAPI BLVD FROM MILL ST TO DENNISON RD; CONSTRUCT PEDESTRIAN AND RAIL CROSSING IMPROVEMENTS \$2,242,000 20400000799	PE RW Con		\$155,000						RTP Reference: 2014 RTP, Page 5-18 Prior Yr Status: --- Future Cost Est: ---	Prior	Current	\$200,000	\$2,042,000
					\$2,087,000									
				Total	\$155,000	\$2,087,000								

REGIONAL ADOPTION
Kern Council of Governments: 2017 Federal Transportation Improvement Program

PROGRAM: Recreational Trails Program

Route Postmile PIN Ste/Fed ID Fund AQ Lead	Description Total Escalated Cost CTIPS ID	Phase	Prior Years	Program Schedule (construction costs escalated per Caltrans percentages)						Funding Summary			
				Four Year Element						Local	State	Federal	
				16-17	17-18	18-19	19-20	20-21	21-22				
Various Various KER161002 Rec. Trails 3.02 Various	GROUPED PROJECTS FOR BICYCLE AND PEDESTRIAN FACILITIES - NON- MOTORIZED \$1,945,924 20400000807	PE RW Con Total	\$1,945,924 \$1,945,924										RTP Reference: 2014 RTP, Page 5-18 Prior Yr Status: Project Completion Pending Future Cost Est: --- Prior \$233,515 \$1,712,409 Current
Various Various KER161003 Rec. Trails 3.02 Various	GROUPED PROJECTS FOR BICYCLE AND PEDESTRIAN FACILITIES - MOTORIZED \$321,533 20400000808	PE RW Con Total	\$321,533 \$321,533										RTP Reference: 2014 RTP, Page 5-18 Prior Yr Status: Project Completion Pending Future Cost Est: --- Prior \$38,584 \$282,949 Current

APPENDIX A: Resolution

2017 Federal Transportation Improvement Program

Resolution

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

RESOLUTION NO. 16-35

In the Matter of:

2017 Federal Transportation Improvement Program and 2014 Regional Transportation Plan Amendment 1, and Corresponding Conformity Analysis

WHEREAS, the Kern Council of Governments (Kern COG) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, 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, a 2014 Regional Transportation Plan Amendment 1 has been prepared in full compliance with federal guidance; and

WHEREAS, a 2014 Regional Transportation Plan Amendment 1 has been prepared in accordance with state guidelines adopted by the California Transportation Commission; and

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

WHEREAS, the 2017 Federal Transportation Improvement Program (2017 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 Kern COG forum and general public involvement; and

WHEREAS, the 2017 FTIP program listing is consistent with: 1) the 2014 Regional Transportation Plan Amendment 1; 2) the 2016 State Transportation Improvement Program; and 3) the Conformity Analysis for the 2017 FTIP and 2014 RTP Amendment 1; and

WHEREAS, the 2017 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2017 FTIP and 2014 RTP Amendment 1 meets all applicable transportation planning requirements per 23 CFR Part 450.

WHEREAS, projects submitted in the 2017 FTIP and 2014 RTP Amendment 1 must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the MPO must demonstrate conformity per 40 CFR Part 93 for the RTP and FTIP; and

WHEREAS, the Conformity Analysis for the for the 2017 FTIP and 2014 RTP Amendment 1 supports a finding that the 2017 FTIP and 2014 RTP Amendment 1 meet the air quality conformity requirements for carbon monoxide, ozone and particulate matter; and

WHEREAS, the 2017 FTIP and 2014 RTP Amendment 1 do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the 2017 FTIP and 2014 RTP Amendment 1 conform 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 July 21, 2016 to hear and consider comments on the 2017 FTIP and 2014 RTP Amendment 1 and corresponding Conformity Analysis;

NOW, THEREFORE, BE IT RESOLVED, that Kern COG adopts the 2017 FTIP, 2014 RTP Amendment 1, and corresponding Conformity Analysis effective upon the effective date of EPA Federal Register titled *Approval and Promulgation of Air Quality State Implementation Plans; California; San Joaquin Valley; Moderate Area Plan for the 2006 PM2.5 NAAQS*.

BE IT FURTHER RESOLVED, that Kern COG finds that the 2017 FTIP and 2014 RTP Amendment 1 are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

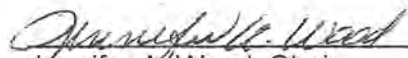
AUTHORIZED AND SIGNED THIS 15th DAY OF SEPTEMBER 2016.

AYES: Flores, B. Smith, Wood, Pascual, Wilke, Sanders, Prout, Krier, P. Smith, Wegman, Couch, Miller, Parra

NOES: None

ABSTAIN: None

ABSENT: Cantu, Scrivner


Jennifer A. Wood, Chair
Kern Council of Governments

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Kern Council of Governments duly adopted at a regular meeting thereof held on the 15th day of September 2016.



Ahron Hakimi, Executive Director
Kern Council of Governments

SEP 19 2016

Date

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APPENDIX B: Transit Operator Agreements

MOU between KCOG and Delano

MOU between KCOG and GET

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**MEMORANDUM OF UNDERSTANDING
BETWEEN
KERN COUNCIL OF GOVERNMENTS
AND
THE CITY OF DELANO**

RECEIVED
JAN 29 2015
KERN COUNCIL
OF GOVERNMENTS

"Regarding the coordination of ongoing public transportation planning and programming federal funds that support the ongoing and future deployment of transit services by the City of Delano."

The Memorandum of Understanding (MOU) is entered into between Kern Council of Governments (hereinafter referred to as Kern COG) and the City of Delano, a public transportation operator, this 19th day of June 2014. This MOU's purpose is to:

1. Foster a cooperative and mutually beneficial working relationship between Kern COG and the City of Delano in order to provide comprehensive, effective, and coordinated transit planning to deliver passenger bus service throughout the City of Delano and surrounding rural areas; and
2. Delineate public transportation planning responsibilities to program projects within Kern COG's Federal Transportation Improvement Program (FTIP).

RECITALS

WHEREAS, in July 1988, the City of Delano established a public transportation system for the City of Delano and the surrounding rural area; and,

WHEREAS, the City of Delano is a public transportation provider that is eligible to apply for and receive Federal Transportation Administration (FTA) Section 5307 funding designated for capital, operating and planning assistance for the delivery of passenger bus services; and,

WHEREAS, the City of Delano is a public transportation provider that is eligible to apply for and receive FTA funding designated to Kern County for establishing new passenger bus projects, improving and maintaining existing public services and other fixed-route systems; and,

WHEREAS, Kern COG is a joint powers agency, created in 1970 by the County of Kern and the cities of Arvin, Bakersfield, California City, Delano, Maricopa, McFarland, Ridgecrest, Shafter, Taft, Tehachapi, and Wasco; and,

WHEREAS, Kern COG is the Regional Transportation Planning Agency (RTPA) and the Metropolitan Planning Organization (MPO) for Kern County; and,

WHEREAS, Kern COG has a committee structure which advises the Kern COG Board on all planning and policy questions, including the Technical Transportation Advisory Committee (TTAC), the Transportation Planning Policy Committee (TPPC) and the Social Services Transportation Advisory Committee (SSTAC); and,

WHEREAS, the Federal surface transportation act requires MPOs to work cooperatively with public transportation service providers to develop Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs) for urbanized areas. These plans and programs are intended to further the

national interest in encouraging and promoting the safe and efficient management, operation, and development of surface transportation systems. These systems increase the public's mobility and foster economic growth and development within and through urbanized area, while minimizing transportation-related fuel consumption and air pollution; and,

WHEREAS, Kern COG provides a forum wherein the development of public transportation service in the region will be accomplished. As part of the coordinated regional transportation system, Kern COG will promote the continuing, cooperative and consistent planning of fixed-route passenger bus systems and their relationship with the interregional public transportation network; and,

WHEREAS, Kern COG and the City of Delano rely upon a cooperative relationship to foster comprehensive regional public transportation planning which feeds directly into state and national planning; and,

NOW, THEREFORE, in consideration of the mutual benefits to the parties hereto, and in consideration of the covenants herein contained, the parties agree as follows:

SECTION 1: Cooperative Relationship

1.1 Communication

Kern COG and the City of Delano recognize the reliance upon a cooperative relationship and agree to foster comprehensive regional public transportation planning which feeds directly into state and national planning. A critical component of this relationship involves open and productive communication, which leads to setting project priorities and federal funding needs.

Title 23, Section 450 of the United States Code requires Kern COG to update the FTIP every even-numbered year. The need to ensure responsive communication between the two parties is imperative in order to meet this federal programming mandate.

The Executive Director of Kern COG and the City Manager of the City of Delano are the primary individuals responsible for ensuring that provisions specified in this MOU are followed through.

1.2 Representation of Kern COG Board and/or Committees

The City of Delano shall appoint one (1) representative and alternate to serve as a voting member of the Transportation Technical Advisory Committee (TTAC), one (1) voting member of the Regional Planning Advisory Committee (RPAC), and one (1) voting member of the Transportation Planning Policy Committee (TPPC).

SECTION 2: Transit Planning

2.1 Short-Range Transit Plan

In accordance with Title 23, Section 450 of the United States Code planning regulations and Federal Transit Administration (FTA) guidance, the City of Delano will prepare an annual update of the three (3) year long-range plan each year to support financial and operational decision-making in the transit planning

and programming process. Consistent with the short-range transit plan, the City of Delano will provide a draft list of projects for federal transit funding. The list shall:

- a) Identify and describe the scope of specific projects that will respond to ongoing and increased transit demands found through the Short-Range Transit Planning process and other related studies. As part of the planning process, the needs of those represented under the Americans with Disabilities Act (ADA) must be recognized and addressed. The Kern region is designated along the rest of the San Joaquin Valley Air Basin as a nonattainment area for ozone and particulate matter under 10 microns (PM-10). Therefore, air quality conformity analyses, with sufficient detail in design, concept and scope, performed by Kern COG, must be included in the planning process.
- b) Provide qualitative and quantitative information supporting the project's basis for responding to transit needs.
- c) Identify the amount and type of federal and non-federal funds required to support the projects for each year in the plan, including recognition of all discretionary funding estimates for the FTIP.

2.2 Long-Range Transit Plan

The City of Delano will develop a Long-Range Transit Plan. The Long-Range Plan will assess the transportation needs of the City and sets forth improvement necessary to address those needs over a twenty (20) year period; it will be updated annually to be consistent with the Short-Range Transit Plan.

In accordance with Title 23, Section 450 of the United States Code planning regulations and Federal Transit Administration (FTA) guidance, the plan at a minimum will address the following:

- a) Existing transit framework;
- b) Trends and projections;
- c) Market framework;
- d) System improvement strategies with time frames;
- e) Resource/funding framework; and
- f) Public participation process.

2.3 Planning Assistance

The need to prepare short-and-long-range transit plans for the development of sound financial and operation decisions in the transportation planning and programming process is essential. Comprehensive planning is required by federal regulation for establishing the project need and protocol used to program federal funds into the Federal Transportation Improvement Program.

Kern COG shall provide input into the development of the City of Delano's transit planning documents. In addition, Kern COG will work cooperatively with and support the City of Delano in its efforts to generate planning and forecasting information needed to establish and maintain the public transportation planning documents. This includes, but is not limited to the following:

- a) Obtain and analyze data from various sources to develop concrete demographic, growth and use assumptions for the purpose of public transportation forecasting and development.
- b) Assist in securing funds to conduct public transportation-demand studies and in-depth analysis.

- c) Assist the City of Delano in obtaining state and federal funding of projects consistent with Kern COG's Regional Transportation Plan.

2.4 FTIP programming Criteria

As part of the FTIP updating process, project descriptions with costs are programmed on behalf of all transit providers receiving federal funds identified in the FTIP by Kern COG. Consensus by all stakeholders involved regarding the criteria used for the programming of federally funded project(s) within the Kern COG FTIP is essential. Kern COG and the City of Delano agree to employ the following criteria to establish priorities for transit funding:

- a) Project purpose and need;
- b) Anticipated benefits;
- c) Degree in which project will improve transit accessibility;
- d) Degree in which project will improve transit on-time performance;
- e) Air quality benefits;
- f) Overall cost effectiveness; and
- g) Leveraging other funding sources.

2.5 Regional Planning

Kern COG will be responsible for developing regional planning documents, such as the Regional Transportation Plan, the Regional Transit Systems Plan and the Analysis and Determination of Unmet Transit Needs. The City of Delano will provide input into the development of these regional planning documents.

The City of Delano will assist Kern COG with efforts to achieve regional goals including federal air quality attainment standards.

2.6 Applications for Transit Funding

The City of Delano's applications for federal funding shall be consistent with the Kern COG Regional Transportation Plan. The City of Delano shall work cooperatively with Kern COG to develop consistent funding requests from all potential transit funding sources.

SECTION 3: FTIP Project Monitoring & Maintenance

3.1 Progress Reporting

Kern COG will be responsible for tracking the overall progress of all projects in the FTIP and will produce a mid-year report, for review by the Kern COG Board of Directors, which identifies those transit projects that have been approved for funding and implementation and those that are behind schedule. In addition, per the Federal surface transportation act, Kern COG will produce an annual listing of projects for which federal funds have been approved in the preceding year and will ensure that it is made available for public review.

The City of Delano will assist Kern COG's effort to track the overall progress of FTIP projects by submitting a biennial report that addresses the status of each project receiving federal funds. At a minimum, the report will include:

- a) Project identification and correlation to individual categories as identified in the FTIP (e.g. Operations, Planning, Capital Purchase, and Facility Maintenance);
- b) Documentation of the stage of project development.
- c) If a project is behind schedule, the reason for the delay.
- d) Status of all federal funds obligated, received and used to support project.
- e) Identification of the need for an FTIP amendment.

In addition to monitoring project deployment, the City of Delano will provide Kern COG with a copy of all documents and products produced as the result of all planning activities exercised thirty (30) days after the end of each fiscal year. These results will be used by Kern COG to ensure that 5307, 5316, 5317 and 5339 funds were used according to FTA's guidelines and requests.

3.2 FTIP Amendments

Kern COG's Executive Director will exercise the authority delegated to process minor administrative amendments, for example, changes in the source of funds and shifting of federal funds between project phases within the four-year element of the FTIP.

As a part of the quarterly progress report, or deemed sooner by the City of Delano, Kern COG or FTA, the City of Delano will alert Kern COG about the need for amending the FTIP. In general, FTIP amendments are adopted for issues such as: funding shortfalls, delays in the project deployment and/or for new projects that need to be included to the document. Other controls may need to be established to foster consistent communication to ensure the FTIP is amended in a timely fashion.

SECTION 4: MOU Amendment

This MOU may not be amended except by the written consent of both parties.

SECTION 5: MOU Termination

Either party, upon thirty (30) days of written notification to the other, may terminate this MOU without liability of any nature.

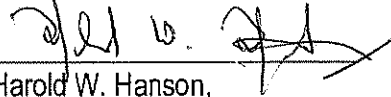
IN WITNESS WHEREOF, the Kern Council of Governments and the City of Delano, have executed this agreement as of the day and year first above written.

City of Delano

Kern Council of Governments

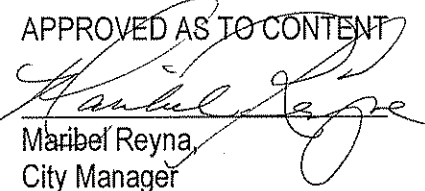


Rueben Pascual *JAN. 20, 2015*
Mayor
"City of Delano"



Harold W. Hanson,
Chairman
"Kern Council of Governments"

APPROVED AS TO CONTENT

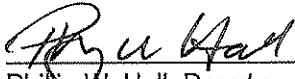


Maribel Reyna,
City Manager
"City of Delano"



Ahron Hakimi,
Executive Director
"Kern Council of Governments"

APPROVED AS TO FORM



Phillip W. Hall, Deputy
Kern County Counsel

**MEMORANDUM OF UNDERSTANDING
BETWEEN
KERN COUNCIL OF GOVERNMENTS
AND
GOLDEN EMPIRE TRANSIT**

“Regarding the coordination of ongoing public transportation planning and programming federal funds that support the ongoing and future deployment of transit services by Golden Empire Transit.”

This Memorandum of Understanding (MOU) is entered into between Kern Council of Governments (hereinafter referred to as Kern COG) and Golden Empire Transit District (hereinafter referred to as GET), a public transportation operator, revised as of this 17th day of July, 2008. This MOU's purpose is to:

1. Foster a cooperative and mutually beneficial working relationship between Kern COG and GET in order to provide comprehensive, effective, and coordinated transit planning to deliver passenger bus service throughout the Metropolitan Bakersfield area; and,
2. Delineate public transportation planning responsibilities to program projects within Kern COG's Federal Transportation Improvement Program (FTIP).

RECITALS

WHEREAS, in July 1973 GET was formed to provide public transportation for greater Bakersfield, including all of the city limits as well as adjacent unincorporated areas; and,

WHEREAS, GET is a public transportation provider that is eligible to apply for and receive Federal Transportation Administration (FTA) 5307 funding designated for capital operating and planning assistance for the delivery of passenger bus services; and,

WHEREAS, GET is a public transportation provider that is eligible to apply for and receive FTA funding designated to Kern County for establishing new passenger bus projects, improving and maintaining existing public services and other fixed route systems; and,

WHEREAS, Kern COG is a joint powers agency, created in 1970 by the County of Kern and the cities of Arvin, Bakersfield, California City, Delano, Maricopa, McFarland, Ridgecrest, Shafter, Taft, Tehachapi and Wasco; and,

WHEREAS, Kern COG is the Regional Transportation Planning Agency (RTPA) and the Metropolitan Planning Organization (MPO) for Kern County; and,

WHEREAS, Kern COG has a committee structure which advises the Kern COG Board on all planning and policy questions, including the Technical Transportation Advisory Committee (TTAC), the Transportation Planning Policy Committee (TPPC) and the Social Services Transportation Advisory Committee (SSTAC); and,

WHEREAS, the Federal surface transportation act requires MPOs to work cooperatively with public transportation service providers to develop Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs) for urbanized areas. These plans and programs are intended to further the national interest in encouraging and promoting the safe and efficient management, operation, and development of surface transportation systems. These systems

increase the public's mobility and foster economic growth and development within and through urbanized areas, while minimizing transportation-related fuel consumption and air pollution; and,

WHEREAS, Kern COG provides a forum wherein the development of public transportation service in the region will be accomplished. As a part of the coordinated regional transportation system, Kern COG will promote the continuing, cooperative and consistent planning of the fixed route passenger bus system and its relationship with the regional and interregional public transportation network; and,

WHEREAS, Kern COG and GET rely upon a cooperative relationship to foster comprehensive regional public transportation planning which feeds directly into state and national planning; and,

NOW, THEREFORE, in consideration of the mutual benefits to the parties hereto, and in consideration of the covenants herein contained, the parties agree as follows:

SECTION 1: Cooperative Relationship

1.1 Communication

Kern COG and GET recognize the reliance upon a cooperative relationship and agree to foster comprehensive regional public transportation planning which feeds directly into state and national planning. A critical component of this relationship involves open and productive communication, which leads to setting project priorities and federal funding needs.

Title 23, section 450 of the United States Code requires Kern COG to update the FTIP every even-numbered year. The need to ensure responsive communication between the two parties is imperative in order to meet this federal programming mandate.

The Executive Directors of Kern COG and Manager of GET are the primary individuals responsible for ensuring that the provisions specified in this MOU are followed through.

1.2 Representation of Kern COG Board and/or Committees

GET shall appoint one (1) representative and alternate to serve as a voting member of the Transportation Technical Advisory Committee, and one (1) voting member of the Transportation Planning Policy Committee.

SECTION 2: Transit Planning

2.1 Short-Range Transit Plan

In accordance with Title 23, Section 450 of the United States Code planning regulations and Federal Transit Administration (FTA) guidance, GET will prepare an annual update of the three (3) year long range plan each year to support sound financial and operational decision-making in the transit planning and programming process. Consistent with the short-range transit plan, GET will provide a draft list of projects for federal transit funding. The list shall:

- a) Identify and describe the scope of specific projects that will respond to ongoing and increased transit demands found through the Short-Range Transit Planning process and

other related studies. As part of the planning process, the needs of those represented under the Americans with Disabilities Act (ADA) must be recognized and addressed. The Kern region is designated along with the rest of the San Joaquin Valley Air Basin as a nonattainment area for ozone and particulate matter under 10 microns (PM-10). Therefore air quality conformity analyses, with sufficient detail in design, concept and scope, performed by Kern COG, must be included in the planning process.

- b) Provide qualitative and quantitative information supporting the project's basis for responding to transit needs.
- c) Identify the amount and type of federal and non-federal funds required to support the projects for each year in the plan, including recognition of all discretionary funding estimates for the FTIP.

2.2 Long-Range Transit Plan

GET will develop a Long-Range Transit Plan. The Long-Range Plan will assess the transportation needs of GET and sets forth improvements necessary to address those needs over a three (3) year period; it will be updated annually to be consistent with the Short-Range Transit Plan.

In accordance with Title 23, section 450 of the United States Code planning regulations and Federal Transit Administration (FTA) guidance, the plan at a minimum will address the following:

- a) Existing transit framework
- b) Trends and projections
- c) Market framework
- d) System improvement strategies with time frames
- e) Resource/funding framework
- f) Public participation process

2.3 Planning Assistance

The need to prepare short-and long-range transit plans for the development of sound financial and operation decisions in the transportation planning and programming process is essential. Comprehensive planning is required by federal regulation for establishing the project need and protocol used to program federal funds into the Federal Transportation Improvement Program.

Kern COG shall provide input into the development of GET's transit planning documents. In addition, Kern COG will work cooperatively with and support GET in its efforts to generate planning and forecasting information needed to establish and maintain the public transportation planning documents. This input includes, but is not limited to, the following:

- a) Obtain and analyze data from various sources to develop concrete demographic, growth and use assumptions for the purpose of public transportation forecasting and development.
- b) Assist in securing funds to conduct public transportation-demand studies and in-depth analysis.
- c) Assist GET in obtaining state and federal funding of projects consistent with Kern COG's Regional Transportation Plan.

2.4 FTIP Programming Criteria

As part of the FTIP updating process, project descriptions with costs are programmed on behalf of all transit providers receiving federal funds identified in the FTIP by Kern COG. Consensus by all stakeholders involved regarding the criteria used for the programming of federally funded projects within the Kern COG FTIP is essential. Kern COG and GET agree to employ the following criteria to establish priorities for transit funding:

- a) Project purpose and need
- b) Anticipated benefits
- c) Degree in which project will improve transit accessibility
- d) Degree in which project will improve transit on-time performance
- e) Air quality benefits
- f) Overall cost effectiveness
- g) Leveraging other funding sources

2.5 Regional Planning

Kern COG will be responsible for developing regional planning documents, such as the Regional Transportation Plan, the Regional Transit Systems Plan and the Analysis and Determination of Unmet Transit Needs. GET will provide input into the development of these regional planning documents.

GET will assist Kern COG with efforts to achieve regional goals including federal air quality attainment standards.

2.6 Applications for Transit Funding

GET's applications for federal funding shall be consistent with the Kern COG Regional Transportation Plan. GET shall work cooperatively with Kern COG to develop consistent funding requests from all potential transit funding sources.

SECTION 3: FTIP Project Monitoring & Maintenance

3.1 Progress Reporting

Kern COG will be responsible for tracking the overall progress of all projects in the FTIP and will produce a mid-year report, for review by the Kern COG Board of Directors, which identifies those transit projects that have been approved for funding and implementation and those that are behind schedule. In addition, per the Federal surface transportation act, Kern COG will produce an annual listing of projects for which federal funds have been approved in the proceeding year and will ensure that it is made available for public review.

GET will assist Kern COG's effort to track the overall progress of FTIP projects by submitting a biennial report that addresses the status of each project receiving federal funds. At a minimum, the report will include:

- a) Project identification and correlation to individual categories as identified in the FTIP (e.g. Operations, Planning, Capital Purchase, Facility Maintenance, Planning).
- b) Document the stage of project development.
- c) If a project is behind schedule, the reasons for the delay.
- d) Status of all federal funds obligated, received and used to support project.

- e) Identify the need for an FTIP amendment.

In addition to monitoring project deployment, GET will provide Kern COG with a copy of all documents and products produced as the result of all planning activities exercised thirty (30) days after the end of each fiscal year. These results will be used by Kern COG to ensure that 5307 funds were used according to FTA's guidelines and requests.

3.2 FTIP Amendments

Kern COG's Executive Director will exercise the authority delegated to process minor administrative amendments, for example, changes in the source of funds and shifting of federal funds between project phases within the four-year element of the FTIP.

As a part of the quarterly progress report, or deemed sooner by GET, Kern COG or FTA, GET will alert Kern COG about the need for amending the FTIP. In general, FTIP amendments are adopted for issues such as: funding shortfalls, delays in project deployment and/or for new projects that need to be included to the document. Other controls may need to be established to foster consistent communication to ensure the FTIP is amended in a timely fashion.

SECTION 4: MOU Amendment

This MOU may not be amended except by the written consent of both parties.

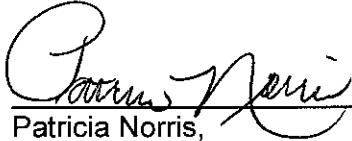
SECTION 5: MOU Termination

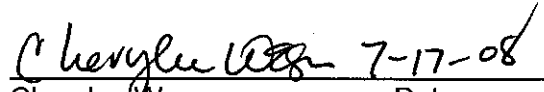
Either party, upon thirty (30) days written notification to the other, may terminate this MOU without liability of any nature.

IN WITNESS WHEREOF, the Kern Council of Governments and the Golden Empire Transit District, have executed this agreement as of the day and year first above written.

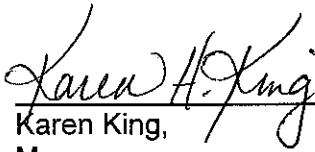
Golden Empire Transit District

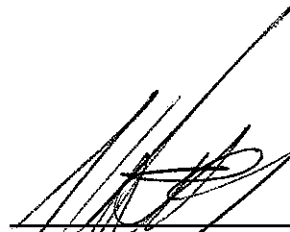
Kern Council of Governments


Patricia Norris, 7-8-08
Chairman Date
"GET"



Cherylee Wegman, 7-17-08
Chairman Date
"Kern COG"

APPROVED AS TO CONTENT:


Karen King, 7-3-08
Manager Date
"GET"


Ronald E. Brummett, July 21, 2008
Executive Director Date
"Kern COG"

APPROVED AS TO FORM:


Patricia Randolph 7-17-08
County Counsel Date

APPENDIX C: Directory

Glossary of Terms

Project Listing Codes

Air Quality Screening Criteria

GLOSSARY OF TERMS

ATP	Active Transportation Program (State Designation)
ARB	Air Resources Board (State)
AQMP	Air Quality Maintenance Plan
CCAA	California Clean Air Act
CARB	California Air Resources Board
Caltrans	California Department of Transportation
CIP	Capital Improvement Program
CMA	Congestion Management Agency (State Designation)
CMAQ	Congestion Mitigation and Air Quality Program
CMP	Congestion Management Program (State)
CMS	Congestion Management System (Federal)
FCOG	Fresno Council of Governments
COG	Council of Governments
CTC	California Transportation Commission
DOT	Department of Transportation
EPA	Environmental Protection Agency
ER	Emergency Relief
FAA	Federal Aviation Administration
FAST	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FY	Fiscal Year
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
KCOG	Kern Council of Governments
KCAG	Kings County Association of Governments
LTC	Local Transportation Commission (County)
MAP-21	Moving Ahead for Progress in the 21 st Century Act
MCAg	Merced County Association of Governments
MCTC	Madera County Transportation Commission
MPO	Metropolitan Planning Organization (Federal Designation)
NAAQS	National Ambient Air Quality Standards
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency (State Designation)
SCOG	Stanislaus Council of Governments
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users
SIP	State Implementation Plan
SJCOG	San Joaquin Council of Governments
SJVAPCD	San Joaquin Valley Air Pollution Control District
STP	Surface Transportation Program
TCAG	Tulare County Association of Governments
TEA-21	Transportation Equity Act for the 21 st Century
TIP	Transportation Improvement Program
TMA	Transportation Management Area (Federal Designation)
US DOT	United States Department of Transportation

PROJECT LISTING CODES

Fund Type

ATP	Active Transportation Program
CMAQ	Congestion Mitigation & Air Quality
Demo	Demonstration funding from federal transportation legislation
ER	Emergency Repair Program
HBP	Highway Bridge Program
HSIP	Highway Safety Improvement Program
IIP	Interregional Improvement Program
IMD	Interstate Maintenance Discretionary
JARC	Job Access Reverse Commute
Local	Local Agency Funds
LSSRP	Local Seismic Safety Retrofit Program
NCIIP	National Corridor Infrastructure Improvement Program
NF	New Freedom
NH	National Highway System
PNRS	Projects of National and Regional Significance
RIP	Regional Improvement Program
RIP-STIP AC	Regional Improvement Program - State Transportation Improvement Program advanced construction
RSTP	Regional Surface Transportation Program
Sec 130	Railway Highway Crossing
Sec 5307	Federal Transit Administration Section 5307 Grant
Sec 5310	Federal Transit Administration Section 5310 Grant
Sec 5311	Federal Transit Administration Section 5311 Grant
Sec 5339	Federal Transit Administration Section 5339 Grant
SHOPP	State Highways Operations and Protection Program
SHOPP-AC	State Highways Operations and Protection Program advanced construction
SRTS	Safe Routes to School (Federal)
State	State of California
STIP	State Transportation Improvement Program [includes Regional Improvement Program (RIP) and Interregional Improvement Program (IIP)]
STIP-AC	State Transportation Improvement Program advance construction
STP	Surface Transportation Program
TCRP	Traffic Congestion Relief Program

Phase

PE	Preliminary Engineering/Development
RW	Right of Way Acquisition
CON	Construction

AIR QUALITY SCREENING CRITERIA: Air Quality Assessment

- 1.01 Safety - Railroad/highway crossing
- 1.02 Safety - Hazard Elimination Program
- 1.03 Safety - Safer non-Federal-aid system roads
- 1.04 Safety - Shoulder improvements
- 1.05 Safety - Increasing Sight Distances
- 1.06 Safety - Safety Improvement Program
- 1.07 Safety - Non signalization traffic control and operating
- 1.08 Safety - Railway/hwy crossing warning devices
- 1.09 Safety - Guardrails, median barriers, crash cushions
- 1.10 Safety - Pavement resurfacing and/or rehabilitation
- 1.11 Safety - Pavement marking demonstration
- 1.12 Safety - Emergency Relief (23 U.S.C. 125)
- 1.13 Safety – Fencing
- 1.14 Safety - Skid treatments
- 1.15 Safety - Safety roadside rest areas
- 1.16 Safety - Adding medians
- 1.17 Safety - Truck climbing lanes
- 1.18 Safety - Lighting improvements
- 1.19 Safety - Non capacity widening or bridge
Reconstruction
- 1.20 Safety - Emergency truck pullovers
- 2.01 Mass Transit - Transit operating assistance
- 2.02 Mass Transit - Purchase of support vehicles
- 2.03 Mass Transit - Rehabilitation of transit vehicles
- 2.04 Mass Transit - Purchase of equipment for existing
Facilities
- 2.05 Mass Transit - Purchase of vehicle operating
Equipment
- 2.06 Mass Transit - Power, signal, and communications
System
- 2.07 Mass Transit - Construction of small passenger
Shelters
- 2.08 Mass Transit - Reconstruction of transit structures
- 2.09 Mass Transit - Track rehab in existing right of way
- 2.10 Mass Transit - Purchase new buses and rail cars to
Replace
- 2.11 Mass Transit - Const of new bus or rail storage/maint.
Facility
- 3.01 Air Quality - Ride-sharing and van-pooling program
- 3.02 Air Quality - Bicycle and pedestrian facilities

Air Quality Screening Criteria continued

- 4.01 Other - Non construction related activities
- 4.05 Other - Engineering studies
- 4.06 Other - Noise attenuation
- 4.07 Other - Advance land acquisitions
- 4.08 Other - Acquisition of scenic easements
- 4.09 Other - Plantings, landscaping, etc.
- 4.10 Other - Sign removal
- 4.11 Other - Directional and informational signs
- 4.12 Other - Transportation enhancement activities
- 4.13 Other - Damage repair caused by unusual disasters
- 5.01 Other - Intersection channelization projects
- 5.02 Other - Intersection signalization projects
- 5.03 Other - Changes in vertical and horizontal alignment
- 5.04 Other - Interchange reconfiguration projects
- 5.05 Other - Truck size and weight inspection stations
- 5.06 Other - Bus terminals and transfer points
- 5.07 Other - Traffic signal synchronization projects

Source: California Transportation Improvement Program System (CTIPS) EPA Table 2 & 3 - Exempt Category

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APPENDIX D: Status of Projects

Annual Obligations FY 2014-2015

Annual Listing of Projects with Federal Funding for Federal Fiscal Year 2015



**Kern Council
of Governments**

December 2015

1401 19th Street, Suite 300

Bakersfield, CA 93301

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Purpose

The transportation bill passed in 2012, Moving Ahead for Progress in the 21st Century Act (MAP-21) continues the requirement for Metropolitan Planning Organizations (MPO) to publish an annual listing of projects for which funds have been obligated in the preceding year including a listing of pedestrian and bicycle projects. From MAP-21, 23 U.S.C. 134(j)(7)(B), 23 U.S.C. 135(g)(5)(B), 49 U.S.C. 5303(j)(7)(B), and 49 U.S.C. 5304(g)(5)(B):

An Annual Listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which federal funds have been obligated in the preceding year, shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. This listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program (TIP).

This report is published in response to the above requirement by listing all federally funded transportation projects in the Kern County region that were obligated during federal fiscal year 2015. Obligation refers to the federal government's commitment to pay or reimburse the lead agency for the federal share of a project's cost. Obligation does not indicate expenditure or project completion; only that the project has been approved for federal reimbursement. Programmed project costs can be found in the corresponding Federal Transportation Improvement Program and Regional Transportation Plan.

Background

The Kern Council of Governments (Kern COG) is the regional planning agency as well as the technical and informational resource, and rideshare administrator for the area's 11 incorporated cities and the County of Kern. Following Board direction, staff coordinates between local, state, and federal agencies to avoid overlap or duplication of programs. Kern COG fosters intergovernmental communication and coordination, undertakes comprehensive regional planning with an emphasis on transportation, provides for citizen involvement in the planning process and supplies technical services to its member governments. In all these areas Kern COG serves as a consensus builder to develop an acceptable approach on how to handle problems that do not respect political boundaries.

Who are the members, their representatives, and how do they vote?

The Board of Directors is a governing body that addresses multi-jurisdictional planning concerns, funding priorities, as well as federal, state, and local comprehensive planning requirements. The Transportation Planning Policy Committee, staff from their agencies that comprise the Transportation Technical Advisory Committee, and citizen and interest groups assist the Board in making decisions.

Kern COG's member agencies are represented by a member of the city council of each of the eleven incorporated cities and two members of the Kern County Board of

Supervisors, Golden Empire Transit District, California State Department of Transportation, and Military Joint Planning Policy Board are ex-officio members.

Chairman: Jennifer Wood
Vice Chairman: Cherylee Wegman
Secretary/ Interim Executive Director: Ahron Hakimi

City of Arvin
Jose Flores

City of Bakersfield
Bob Smith

City of California City
Jennifer Wood

City of Delano
Rueben Pascual

City of Maricopa
John Wilke

City of McFarland
Manuel Cantu

City of Ridgecrest
Peggy Breeden

City of Shafter
Cathy Prout

City of Taft
Orchel Krier

City of Tehachapi
Philip A. Smith

City of Wasco
Cherylee Wegman

County of Kern
David Couch

County of Kern
Zack Scrivner

Ex-officio Members

Military Joint Planning Policy Board
Scott Kiernan

Golden Empire Transit District
Cindy Parra

Caltrans
Gail Miller

The Regional Transportation Plan

The Regional Transportation Plan (RTP) is a long-range (minimum 20-year) plan that provides a blueprint for future transportation improvements and investments based on specific transportation goals, objectives, policies and strategies. The RTP is based on federal transportation law requiring comprehensive, cooperative, and continuous transportation planning. Kern COG meets these requirements by developing comprehensive transportation plans that include all surface transportation modes (multi-modal planning), to ensure efficient people and goods movement throughout the region.

The purpose of the RTP is to provide strategic direction for transportation capital investments by assessing regional growth and economic trends. Thus, the RTP helps planners link transportation investments to provide a cohesive, balanced and multimodal transportation system.

The Federal Transportation Improvement Program

As the designated metropolitan planning organization for the region, Kern COG prepares and maintains the Federal Transportation Improvement Program (FTIP). The program includes a listing of all transportation-related projects requiring federal funding or other approval by the federal transportation agencies. The FTIP also lists non-federal, regionally significant projects for information and air quality modeling purposes.

Projects included in the FTIP are consistent with Kern COG's Regional Transportation Plan and are part of the area's overall strategy for providing mobility, congestion relief and reduction of transportation-related air pollution in support of efforts to attain federal air quality standards for the region.

Public Involvement

Kern COG aims to proactively engage the public in the regional transportation planning process and embrace federal requirements that metropolitan transportation organizations provide the public with complete information, timely public notice, full public access to key decisions, and early and continuing involvement in developing the transportation improvement program, regional transportation plan, and other products.

Annual Listing of Projects with Federal Funding for Federal Fiscal Year 2015

Federal law requires Kern COG to publish for public review an annual listing of projects for which federal funds have been obligated in the preceding year, as a record of project delivery and a progress report for public information and disclosure.

This report is divided into the funding types administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Projects are listed by *Lead Agency*, *FTIP Program*, *Federal ID* and *Kern COG ID*. The *Kern COG ID* number is a unique project identifier used in the Federal Transportation Improvement Program; the category *Total Dollar Amount in FTIP* is included for reference of total project funding. Multiple *Federal IDs* can correspond with one *Kern COG ID*. Note this list includes only federal funds obligated; no state or local funds are reported. The information contained in this report was provided by the California Department of Transportation.

This report indicates that approximately \$128.3 million in federal funds were obligated for transportation projects in the region between October 1, 2014 and September 30, 2015.

The obligated federal funding consisted of approximately \$3.5 million of Federal Highway Administration (FHWA) funds for bicycle/pedestrian facilities; fifteen projects had bicycle/pedestrian components. \$10.9 million of Federal Transit Administration (FTA) funds were obligated for transit projects and \$1.9 million was transferred from FHWA to FTA for transit projects.

**NET OBLIGATIONS FOR STATE AND LOCAL AGENCY
FEDERAL-AID PROJECTS - FEDERAL FISCAL YEAR 2015**

Lead Agency	FTIP Program	Funding Type	Federal ID	Agency ID	Location	Work Description	Date of Obligation	Date of Obligation	Federal Funds Obligated	Phase	Total Dollar Amount in FTIP	Total Project Funds Remaining	Bicycle/ Pedestrian Related Projects
Bakersfield	CMAQ	CML	5109(094)	KER050502	ON MOUNT VERNON AVE APPROX 1 MI S/O ROUTE 58	CONSTRUCT CNG/LNG FUELING STATION	04/27/2015	04/27/2015	\$0	CON	\$0	0	
Bakersfield	PNRS	PRNSL	5109(105)	KER050101	ON 7TH STANDARD RD FROM SR43 TO SANTA FE WAY	WIDEN ROADWAY TO 4/6 LANE EXPR	06/16/2015	06/16/2015	-\$24	CON	-\$24	0	
Bakersfield	NCIIP	NCIPL	5109(106)	KER050104	CITY OF BAKERSFIELD: CENTENNIAL CORRIDOR PROJECT: I-5 TO SR 58 AT COTTONWOOD RD	CONSTRUCT NEW 6-LANE FREEWAY	07/21/2015	07/21/2015	\$4,860,042	PE	\$5,489,712	0	
Bakersfield	NCIIP	NCIPLN	5109(110)	KER020605	SR178 (24TH STREET) AT OAK STREET	CONST INTERSECTION IMPROVEMENTS	06/16/2015	06/16/2015	-\$1	PE	-\$1	0	
Bakersfield	NCIIP	NCIPLN	5109(111)	KER050110	STATE ROUTE 178 FROM OAK STREET TO "M" STREET	WIDEN STATE ROUTE 178	06/16/2015	06/16/2015	-\$5	PE	-\$5	0	
Bakersfield	NCIIP	NCIPL	5109(114)	KER050108	ON SR178 FROM VINELAND RD TO MIRAMONTE DRIVE	WIDEN HIGHWAY TO 4-LANE W/SHOULDER	09/21/2015	09/21/2015	\$17,566,743	CON	\$23,954,000	0	
Bakersfield	NCIIP	NCIPL	5109(133)	KER000104	FAIRFAX ROAD AT SR 178	WIDEN FAIRFAX ROAD TO FOUR LANES AND CONSTRUCT INTERCHANGE AT FAIRFAX AND SR 178	07/07/2015	07/07/2015	\$0	CON	\$0	0	
Bakersfield	ISTEA	DPIL	5109(156)	KER080110	ROSEDALE HWY SR58 FROM ALLEN ROAD TO SR99	PRELIMINARY ENG WIDEN SR58 FROM 4 TO 6 LANES	03/10/2015	03/10/2015	-\$1,000,000	PE	-\$1,000,000	0	
Bakersfield	ISTEA/ NCIIP	DPIL/ NCIPL	5109(159)	KER080110	ROSEDALE HWY SR58: FROM E/O ALLEN ROAD AT VERDUGO LN TO W/O SR99 AT CAMINO DEL	WIDEN EXISTING HWY	07/14/2015	07/14/2015	\$12,508,519	CON	\$14,249,524	0	
Bakersfield	HBP	BHLSZ	5109(166)	KER060601	50C0021 L & R MANOR STREET BRIDGES NB & SB OVER THE KERN RIVER	SEISMIC RETROFIT AND BRIDGE REHABILITATION	09/09/2015	09/09/2015	\$1,032,259	CON	\$1,166,000	0	
Bakersfield	NCIIP	NCIPL	5109(176)	KER050106	STATE ROUTE 178 AT MORNING DRIVE	CONSTRUCT INTERCHANGE AND WIDEN 4&6 LANES	08/11/2015	08/11/2015	-\$1,772,689	PE/CON	-\$1,772,689	0	
Bakersfield	CMAQ	CML	5109(181)	KER100507	WHITE LANE FROM GOSFORD ROAD TO ASHE ROAD	SIGNAL COORDINATION (INTERCONNECT)	02/10/2015	02/10/2015	-\$14,231	CON	-\$14,231	0	
Bakersfield	CMAQ	CML	5109(183)	KER100510	COFFEE/GOSFORD ROAD BETWEEN WHITE AVENUE AND HAGEMAN ROAD	SIGNAL INTERCONNECT AND MONITORING CAMERAS	05/19/2015	05/19/2015	-\$51,370	CON	-\$51,370	0	
Bakersfield	CMAQ	CML	5109(188)	KER120509	INTERSECTION OF WHITE LANE AND SOUTH H STREET	TRAFFIC SIGNAL MODIFICATION	04/27/2015	04/27/2015	-\$15,146	CON	-\$15,146	0	
Bakersfield	CMAQ	CML	5109(189)	KER120512	D ALTA VISTA DRIVE, HALEY STREET, 30TH STREET & 4TH STREET	BIKE LANES STRIPES, MARKINGS & SIGNS	02/10/2015	02/10/2015	-\$20,453	CON	-\$20,453	0	
Bakersfield	RSTP	STPL	5109(191)	KER120402	BEALE AVENUE FROM MONTEREY STREET TO PEARL STREET	PAVEMENT RESURFACING AND REHABILITATION	07/21/2015	07/21/2015	-\$223,208	CON	-\$223,208	0	
Bakersfield	RSTP	STPL	5109(193)	KER120402	PANAMA LANE FROM SOUTH H STREET TO MONITOR STREET	PAVEMENT REHABILITATION	07/21/2015	07/21/2015	-\$159,502	CON	-\$159,502	0	
Bakersfield	HSIP	HSIPL	5109(202)	KER110601	TWENTY (20) INTERSECTIONS WITHIN THE CITY	INSTALL PEDESTRIAN COUNTDOWN HEADS	11/13/2014	11/13/2014	-\$73,402	CON	-\$73,402	0	
Bakersfield	RSTP	STPL	5109(204)	KER120402	PANAMA LANE FROM MONITOR STREET TO SOUTH UNION AVENUE	PAVEMENT REHABILITATION	07/21/2015	07/21/2015	-\$178,781	CON	-\$178,781	0	
Bakersfield	CMAQ	CML	5109(208)	KER120506	JEWETTA & REINA INTERSECTION	TRAFFIC SIGNALS & LIGHTING	08/26/2015	08/26/2015	\$88,222	CON	\$88,222	0	
Bakersfield	CMAQ	CML	5109(209)	KER120506	INTERSECTION OF BUENA VISTA AND HARRIS ROADS	SIGNALIZATION & SYNCHRONIZATION	08/26/2015	08/26/2015	-\$88,222	CON	-\$88,222	0	
Bakersfield	HSIP	HSIPL	5109(211)	KER140601	60 INTERSECTIONS THROUGHOUT THE CITY OF BAKERSFIELD	INSTALL PEDESTRIAN COUNTDOWN TIMERS	08/26/2015	08/26/2015	-\$183,010	CON	-\$183,010	0	
Bakersfield	PRNS	PRNSL	5109(213)	KER130106	IN BAKERSFIELD SR58:FROM W/O SR99 TO COTTONWOOD RD & SR99: WILSON RD TO MING AVE	OPERATIONAL IMPROVEMENT/ INCLUDES AUXILLARY LANE	07/21/2015	07/21/2015	-\$6,992,480	CON	-\$6,992,480	0	
Bakersfield	CMAQ	CML	5109(214)	KER140507	HARRIS/MOUNTAIN VISTA SIGNAL; SYNC WITH HARRIS/BUENA VISTA SIGNAL	SIGNAL INSTALL AND SYNCHRONIZE	01/22/2015	01/22/2015	\$301,000	CON	\$340,000	0	
Bakersfield	RSTP	STPL	5109(215)	KER140402	GOSFORD ROAD FROM WHITE LANE TO MING AVENUE	PAVEMENT REHAB	09/24/2015	09/24/2015	\$4,338,583	CON	\$4,900,696	0	

**NET OBLIGATIONS FOR STATE AND LOCAL AGENCY
FEDERAL-AID PROJECTS - FEDERAL FISCAL YEAR 2015**

Lead Agency	FTIP Program	Funding Type	Federal ID	Agency ID	Location	Work Description	Date of Obligation	Date of Obligation	Federal Funds Obligated	Phase	Total Dollar Amount in FTIP	Total Project Funds Remaining	Bicycle/ Pedestrian Related Projects
California City	HSIP	HSIPL	5399(023)	KER140601	CALIFORNIA CITY BOULEVARD FROM ALONA ROAD TO MITCHELL BOULEVARD	CHIP SEAL PAVEMENT (TC)	08/11/2015	08/11/2015	\$781,098	CON	\$781,131	0	
California City	RSTP	STPL	5399(024)	KER140403	IN CALCITY, ON HACIENDA BLVD, FROM REDWOOD BLVD TO 1,250 FT SOUTH OF REDWOOD BLVD	PAVEMENT REHABILITATION	02/06/2015	02/06/2015	\$38,922	PE	\$43,965	0	
Delano	RSTP	STPL	5227(052)	KER140404	VARIOUS	REHABILITATION/RESURFACING	04/20/2015	04/20/2015	\$61,971	PE	\$70,000	0	
Golden Empire Transit District	CMAQ	FTACML	6013(020)	KER140502	ON THE CALIFORNIA STATE UNIVERSITY, BAKERSFIELD CAMPUS FTA GRANT CA-95-X326	CONSTRUCTION OF A PUBLIC TRANSIT CENTER	05/12/2015		\$115,960	PE	\$130,985	0	
Golden Empire Transit District	FTA	Sec.5307		KER140804	IN BAKERSFIELD FTA GRANT CA-90-Z275	PREVENTIVE MAINTENANCE	09/01/2015		\$10,742,480	CON	\$13,428,100		
Golden Empire Transit District	FTA	Sec.5307		KER140806	IN BAKERSFIELD FTA GRANT CA-90-Z275	FIFTEEN BUS SHELTERS	09/01/2015		\$200,000	CON	\$250,000		
Kern Council of Governments	CMAQ	CML	6087(039)	KER100501	VARIOUS LOCATIONS THROUGHOUT KERN COUNTY	RIDESHARE PROGRAM	01/06/2015	01/06/2015	\$0	CON	\$0	0	
Kern Council of Governments	RSTP	STPLNI	6087(047)	KER140414	THROUGHOUT KERN COUNTY	14/15 REGIONAL TRAFFIC COUNT PROGRAM	03/25/2015	03/25/2015	\$79,677	CON	\$153,683	0	
Kern Council of Governments	CMAQ	CMLNI	6087(048)	KER140501	KERN COUNTY	14/15 RIDESHARE PROGRAM	03/12/2015	03/12/2015	\$186,724	CON	\$210,917	0	
Kern County	CMAQ	FTACML	6285(016)	KER140504	KERN REGIONAL TRANSIT FTA GRANT CA-85-X010	PURCHASE FOUR (4) REPLACEMENT CNG COACHES	07/13/2015		\$1,830,374	CON	\$2,067,518	0	
Kern County	CMAQ	CML	5950(347)	KER100514	PIONEER DRIVE FROM GARGANO ROAD TO VINELAND ROAD	SURFACE UNPAVED STREET	01/20/2015	01/20/2015	-\$88,649	CON	-\$88,649	0	
Kern County	CMAQ	CML	5950(349)	KER100518	ASTORIA AVENUE FROM 60TH STREET WEST TO 55TH STREET WEST	ASPHALT CONCRETE ROADWAY	03/25/2015	03/25/2015	-\$67,827	CON	-\$67,827	0	
Kern County	RSTP	STPL	5950(358)	KER120405	NORRIS RD: CALLOWAY DR. TO KNUDSEN AVE. & KNUDSEN AVE: OIL DR. TO NORRIS RD	ROADWAY REHABILITATION & RESURFACING	01/22/2015	01/22/2015	-\$140,792	CON	-\$140,792	0	
Kern County	CMAQ	CML	5950(361)	KER120518	CUMMINGS VALLEY ROAD: BAILEY ROAD TO SR 202	SURFACE UNPAVED SHOULDERS	09/08/2015	09/08/2015	-\$63,684	CON	-\$63,684	0	
Kern County	CMAQ	CML	5950(362)	KER120517 & KER120516	60TH ST WEST: SWEETSER RD. TO FAVORITO AVE & SWEETSER RD.: 65TH ST TO 60TH ST W	AC OVERLAY ON DIRT ROADS	09/01/2015	09/01/2015	-\$44,137	CON	-\$44,137	0	
Kern County	RSTP	STPL	5950(367)	KER120405	ELKHILL ROAD: SR119 TO SKYLINE ROAD	AC OVERLAY	01/20/2015	01/20/2015	-\$291,757	CON	-\$291,757	0	
Kern County	TE	RPSTPL	5950(379)	KER121002	COLLEGE HEIGHTS BLVD: DOLPHIN AVE TO CERRO COSO COMMUNITY COLLEGE, RIDGECREST	CONSTRUCT CLASS 1 PEDESTRIAN PATH	07/14/2015	07/14/2015	\$377,000	CON	\$425,844	0	1
Kern County	TE	RPSTPL	5950(383)	KER121004	TEHACHAPI: ON TEHACHAPI CUMMINGS WATER DIST. PROP.FRM VALLEY BLVD TO HIGHLINE RD	CONSTRUCT 12' AC CLASS I BICYCLE/ PEDESTRIAN PATH	09/22/2015	09/22/2015	\$396,000	CON	\$447,306	0	1
Kern County	CMAQ	CML	5950(385)	KER140506	IN KERN COUNTY SNOW ROAD AT CALLOWAY DRIVE	CONST. OF NEW TRAFFIC SIGNAL AND CHANNELIZATION	04/27/2015	04/27/2015	\$280,000	CON	\$316,277	0	
Kern County	CMAQ	CML	5950(386)	KER140506	SNOW ROAD AT COFFEE ROAD	INSTALL TRAFFIC SIGNAL AND ROADWAY CHANNELIZATION	05/29/2015	05/29/2015	\$200,000	CON	\$225,912	0	
Kern County	CMAQ	CML	5950(387)	KER140509	BUENA VISTA BLVD: UNION AVE TO SR 184	PAVE DIRT SHOULDERS	05/12/2015	05/12/2015	\$1,018,095	CON	\$1,149,999	0	
Kern County	SRTS	SRTSL	5950(388)	KER110602	FAIRVIEW ROAD- VARIOUS LOCATIONS	CONSTRUCT PEDESTRIAN PATH	04/27/2015	04/27/2015	\$263,000	CON	\$263,000	0	1
Kern County	RSTP	STPL	5950(389)	KER140405	OLD RIVER ROAD : SR 166 TO TAFT HIGHWAY (SR119)	RECONST RDWY & PAVE 6' SHLDR W/ 2' SHLDR BACKING	05/27/2015	05/27/2015	\$4,869,149	CON	\$5,500,001	0	
Kern County	CMAQ	CML	5950(389)	KER140509	OLD RIVER ROAD : SR 166 TO TAFT HIGHWAY (SR119)	RECONST RDWY & PAVE 6' SHLDR W/ 2' SHLDR BACKING	05/27/2015	05/27/2015	\$814,475	CON	\$919,999	0	
Kern County	CMAQ	CML	5950(390)	KER140509	RENFRO RD: JOHNSON ROAD TO ROSEDALE HWY	PAVE DIRT SHOULDERS	05/27/2015	05/27/2015	\$301,484	CON	\$340,546	0	
Kern County	CMAQ	CML	5950(391)	KER140509	HEATH ROAD : ROSEDALE HWY TO JOHNSON ROAD, PAVE DIRT SHOULDERS	PAVE DIRT SHOULDERS	05/27/2015	05/27/2015	\$305,428	CON	\$345,000	0	

**NET OBLIGATIONS FOR STATE AND LOCAL AGENCY
FEDERAL-AID PROJECTS - FEDERAL FISCAL YEAR 2015**

Lead Agency	FTIP Program	Funding Type	Federal ID	Agency ID	Location	Work Description	Date of Obligation	Date of Obligation	Federal Funds Obligated	Phase	Total Dollar Amount in FTIP	Total Project Funds Remaining	Bicycle/Pedestrian Related Projects
Kern County	RSTP	STPL	5950(392)	KER140405	ROWLEE ROAD: LERDO HWY TO SR46	RECONSTRUCT RDWY AND PAVE 6' SHLD W/ 2' BACKING	05/22/2015	05/22/2015	\$2,476,848	CON	\$2,797,751	0	
Kern County	CMAQ	CML	5950(392)	KER140509	ROWLEE ROAD: LERDO HWY TO SR46	RECONSTRUCT RDWY AND PAVE 6' SHLD W/ 2' BACKING	05/22/2015	05/22/2015	\$1,404,971	CON	\$1,587,000	0	
Kern County	CMAQ	CML	5950(393)	KER140509	BANDUCCI RD: PELLISIER RD TO BEAR VALLEY ROAD	SURFACING UNPAVED SHOULDERS	04/27/2015	04/27/2015	\$320,000	CON	\$361,459	0	
Kern County	CMAQ	CML	5950(394)	KER140509	HOLLOWAY ROAD: FROM SR46 TO TWISSELMAN RD	CONSTRUCT 6' SHOULDER W/2' DIRT SHLDR BACKING	06/01/2015	06/01/2015	\$1,445,694	CON	\$1,632,999	0	
Kern County Superintendent of Schools	CMAQ	CML	6332(006)	KER140505	KCSS CORPORATION YARD 705 S. UNION AVE BAKERSFIELD CA 93307	EXPAND EXIST. CNG FUELING STATION	06/30/2015	06/30/2015	\$1,222,230	CON	\$1,388,898	0	
McFarland	CMAQ	CML	5343(006)	KER140510	BROWNING RD: N/O GLENWOOD ST. TO ELMO HWY&ELMO HWY W/O BROWNING RD. TO SCHETLIEN	PAVE SHOULDER AND CONSTRUCT BIKE PATH	12/29/2014	12/29/2014	\$28,428	PE	\$32,112	0	1
McFarland	RSTP	STPL	5343(007)	KER140406	KERN AVE: 2ND ST. TO 3RD ST	LANDSCAPE AND PED. IMPROVEMENTS	07/14/2015	07/14/2015	\$298,000	PE/CON	\$621,188	0	1
Ridgecrest	HSIP	HSIPL	5385(042)	KER110601	INTERSECTION OF S. CHINA LAKE BLVD. & UPJOHN AVE. AND ALONG S. CHINA LAKE BLVD	SIGNALS AND SIGNAL INTERCONNECT	04/21/2015	04/21/2015	-\$1,683	CON	-\$1,683	0	
Ridgecrest	RSTP	STPL	5385(043)	KER050406	N. DOWNS STREET FROM W. WARD AVENUE TO W. INYOKERN ROAD (SR 178)	PAVEMENT REHABILITATION	01/08/2015	01/08/2015	-\$8,827	CON	-\$8,827	0	
Ridgecrest	RSTP	STPL	5385(044)	KER100405	N. DOWNS STREET FROM W. DRUMMOND AVENUE TO W. WARD AVENUE	PAVEMENT REHABILITATION	01/08/2015	01/08/2015	-\$25,491	CON	-\$25,491	0	
Ridgecrest	HSIP	HSIPL	5385(049)	KER110601	INTERSECTION OF CHINA LAKE BOULEVARD AND BOWMAN ROAD	NEW SIGNALS & INTERCONNECT, CURB, GUTTER, & RAMPS	09/08/2015	09/08/2015	\$369,000	CON	\$410,000	0	1
Ridgecrest	CMAQ	CML	5385(054)	KER140520	ON GRAAF AVENUE FROM N. SIERRA VIEW TO NORTH NORMA	PAVE A DIRT ROAD	01/28/2015	01/28/2015	\$15,296	PE	\$31,600	0	
Ridgecrest	RSTP	STPL	5385(056)	KER140407	SOUTH CHINA LAKE BLVD. FROM BOWMAN RD. TO COLLEGE HEIGHTS BLVD	PAVEMENT REINFORCEMENT, ASPHALT OVERLAY, ADA RAMPS	02/06/2015	02/06/2015	\$89,503	PE	\$101,100	0	1
Shafter	RSTP	STPL	5281(020)	KER140408	WEST TULARE AVE. BETWEEN REIKER ST AND CENTRAL VALLEY HIGHWAY (SR43)	STREET WIDENING AND REHABILITATION	06/30/2015	06/30/2015	\$331,100	CON	\$373,998	0	
State	SHOPP	SHOPP	0054(186)	104-0000-0306	NEAR FORT TEJON FROM THE LA CO. LINE TO 0.13 MILE N. OF GRAPEVINE CREEK BRIDGE	REPLACE CONC PAVEMENT/CONSTRUCT CONC SHLDR (TC)	10/17/2014	10/17/2014	-\$686,855	CON	-\$686,855	0	
State	SHOPP	SHOPP	0054(195)	204-0000-0698	KERN CO NR LOST HILLS FRM LERDO AVE OC TO ROUTE 5/46 SEPARATION	CONC LANE & PANEL REPLACEMENT & GRIND CONC (TC)	09/24/2015	09/24/2015	-\$3,214,571	CON	-\$3,214,571	0	
State	STIP	HPP	6206(009)	KER990109	ROUTE 46 FROM SLO CO LINE TO KECKS RD KERN 46, SEGMENT 3, NEAR WASCO FROM KECKS ROAD TO SR 33, PM 7.3/19.8	ROAD WIDENING TO FOUR LANES	11/18/2014	11/18/2014	-\$8,306,393	CON	-\$8,306,393	0	
State	STIP	HPP	6206(018)	KER060102	KECKS ROAD TO SR 33, PM 7.3/19.8	ROADWAY WIDENING	11/18/2014	11/18/2014	-\$480,254	CON	-\$480,254	0	
State	RSTP	STPL	6206(024)	KER140410	SR33 (PM 11.4) AT STANISLAUS ST	INSTALL RECTANGULAR RAPID FLASHING BEACON	05/29/2015	05/29/2015	\$30,985	CON	\$95,000	0	1
State	HBP	STPLZ	6248(002)	KER060601	9 BRIDGES IN KERN, MERCED & SAN BERN COUNTIES	DETERMINE SEISMIC STRATEGY	01/06/2015	01/06/2015	-\$1	PE	-\$1	0	
State	HBP	BRLOZ	6248(012)	KER060601	OLD RIVER RD CROSSING OLD RIVER RD CALIFORNIA AQUEDUCT , 0.6 MI NORTH OF SH 166	CONSTRUCT SHEAR KEYS @ PIERS & ABUTMENTS (TC)	07/22/2015	07/22/2015	-\$101,792	CON	-\$101,792	0	
State	SHOPP	SHOPP	000C(332)	KER100203	VAR CO AT COALINGA, BUTTON WILLOW, BORRON, WARLOW, TEJON, COSO JUNC, CRSTVW SRRA, SRRA	SRRA PAVING REHABILITATION (TC)	01/05/2015	01/05/2015	-\$180,997	CON	-\$180,997	0	
State	HSIP	HSIPL	000C(398)		IN FRE, KERN, KINGS, MAD & TUL COUNTIES ON VARIOUS ROUTES AND VARIOUS LOCATIONS	INSTALL ACCESSIBLE/COUNTDOWN SIGNAL HEADS	09/01/2015	09/01/2015	\$383,000	CON	\$383,000	0	1

**NET OBLIGATIONS FOR STATE AND LOCAL AGENCY
FEDERAL-AID PROJECTS - FEDERAL FISCAL YEAR 2015**

Lead Agency	FTIP Program	Funding Type	Federal ID	Agency ID	Location	Work Description	Date of Obligation	Date of Obligation	Federal Funds Obligated	Phase	Total Dollar Amount in FTIP	Total Project Funds Remaining	Bicycle/Pedestrian Related Projects
State	SHOPP	SHOPP	000C(420)		KERN AND INYO COUNTIES AT VARIOUS LOCATIONS	INSTALL CHANGEABLE MESSAGE SIGNS (TC)	09/15/2015	09/15/2015	\$1,166,700	CON	\$1,166,700	0	
State	SHOPP	SHOPP	17D5(004)	KER120203	IN KERN CO NEAR EDISON AT NEUMARKLE RD UC (BRIDGE NO. 0229L/R)	CONSTRUCT STEEL SHT PILING & ROCK SLOPE PROTECTION	10/20/2014	10/20/2014	-\$55,800	CON	-\$55,800	0	
State	ER	ER	17DM(005)		IN KERN COUNTY, VARIOUS ROUTES, VARIOUS LOCATIONS	EMERGENCY RELIEF -- STORM DAMAGE REPAIR	08/10/2015	08/10/2015	\$401,041	CON	\$401,041	0	
State	SHOPP	SHOPP	P014(066)	KER080206	NR RIDGECREST AT THE RED ROCK CANYON BRIDGE	REPLACE BRIDGE	07/07/2015	07/07/2015	\$690,207	CON	\$690,207	0	
State	SHOPP	SHOPP	P058(105)	KER060208	KERN CO NR BORON AT BORON SAFETY ROADSIDE REST AREA	REHABILITATION	12/29/2014	12/29/2014	-\$9,280	CON	-\$9,280	0	
State	SHOPP	SHOPP	P058(111)	KER080202	KERN CO NR MOJAVE FROM 0.8 MI WEST OF RANDBURG CUTOFF RD TO CACHE CREEK BRIDGE	CONSTRUCT MEDIAN CONCRETE BARRIER	01/06/2015	01/06/2015	-\$168,180	CON	-\$168,180	0	
State	SHOPP	SHOPP	P058(118)	KER120202	KERN COUNTY FROM 0.1 MILE EAST OF GATSON STREET TO 0.1 MILE WEST OF ROUTE 43	WIDEN SHOULDERS & INSTALL SHLDR RUMBLE STRIP (TC)	09/24/2015	09/24/2015	\$300,000	CON	\$300,000	0	
State	SHOPP	SHOPP	P058(120)	KER120202	KERN COUNTY IN TEHACHAPI AT SUMMIT OVERHEAD	WIDEN INTERSECTION, PLACE HMA, MODIFY LIGHT (TC)	09/24/2015	09/24/2015	\$910,500	CON	\$910,500	0	
State	SHOPP	SHOPP	P058(122)	KER120201	KERN COUNTY NEAR TEHACHAPI FROM SAND CANYON RD OVERHEAD TO CACHE CREEK BRIDGE	REPLACE EB SAND CANYON BR AND RESURF RAMPS (TC)	09/24/2015	09/24/2015	\$2,501,200	CON	\$2,501,200	0	
State	SHOPP	SHOPP	P058(123)	KER120205	KERN CO NR BORON FR 0.4 MI W OF TWENTY MULE TEAM RD OC TO SAN BERNARDINO CO LINE	COLD PLANE AC PAVEMENT & RESURFACE WITH RHMA (TC)	09/24/2015	09/24/2015	\$4,761,600	CON	\$4,761,600	0	
State	SHOPP	SHOPP	P058(124)	KER120205	KER CO IN & NEAR TEHACHAPI FROM 0.1 MI W OF TEHACHAPI CRK BRIDGE TO CACHE CRK BR	COLD PLANE PAVEMENT & RESURFACE WITH NEW RHMA (T	09/17/2015	09/17/2015	\$15,753,200	CON	\$15,753,200	0	
State	SHOPP	SHOPP	P099(584)	KER120202	IN BAKERSFIELD @ VAR LOC 0.1 MI N OF PLANZ RD OC TO 0.1 MI N OF CALIF AVE UC	MAINT VEHICLE PULLOUTS & GORE AREA TEXT PVMNT (TC)	09/24/2015	09/24/2015	\$1,121,500	CON	\$1,121,500	0	
State	SHOPP	SHOPP	P119(018)	KER140203	KERN COUNTY NEAR TAFT FROM ELK HILLS RD TO TUPMAN RD	CONSTR TRUCK CLIMBING LANES & WIDEN SHOULDERS (TC)	09/15/2015	09/15/2015	\$7,448,100	CON	\$7,448,100	0	
State	SHOPP	SHOPP	P155(004)	KER120202	IN KERN COUNTY NEAR DELANO ON ROUTE 155 AT BROWNING ROAD	CONSTRUCT ROUNDABOUT (TC)	09/24/2015	09/24/2015	\$1,441,772	CON	\$1,441,772	0	
State	SHOPP	HM	P178(062)	KER100201	SR 178 IN KERN CO NEAR RIDGECREST FROM RTE 178/395 SEPARATION TO CHINA LAKE BLVD	COLD PLANE & OVERLAY WITH RHMA (TC)	01/20/2015	01/20/2015	-\$310,425	CON	-\$310,425	0	
State	SHOPP	SHOPP	P178(064)	KER120204	KERN CO IN BAKERSFIELD AT SUNNY LANE PEDESTRIAN OVERCROSSING	RECONSTRUCT PEDESTRIAN OVERCROSSING (TC)	09/24/2015	09/24/2015	\$4,568,582	CON	\$4,568,582	0	
State	SHOPP	SHOPP	P178(065)	KER120202	KERN COUNTY IN RIDGECREST FROM INYOKERN ROAD TO GEMSTONE STREET	RECONSTRUCT CENTER MEDIAN WITH RAISED CURB (TC)	09/24/2015	09/24/2015	\$2,740,300	CON	\$2,740,300	0	
State	SHOPP	SHOPP	P204(005)	KER120201	KERN CO IN BAKERSFIELD AT VARIOUS LOCATIONS FROM STINE CANAL TO AIRPORT DR UC	CLEAN/PAINT (E) BR STRUCT STEEL & PLACE HMA (TC)	09/15/2015	09/15/2015	\$9,271,600	CON	\$9,271,600	0	
State	SHOPP	SHOPP	P395(253)	KER120205	KERN CO IN & NEAR JOHANNESBURG FROM SAN BERNADINO COUNTY LINE TO RTE 395/178 SEP	RESURFACE EXISTING PAVEMENT WITH RHMA (TC)	09/24/2015	09/24/2015	\$6,267,100	CON	\$6,267,100	0	
State	SHOPP	SHOPP	X029(106)	KER080204	KERN CO NEAR MOJAVE ON RTE 14 AT 0.9 MILES	REVEGETATION AND EROSION CONTROL	12/29/2014	12/29/2014	\$44,846	CON	\$44,846	0	
State	SHOPP	SHOPP	X029(116)		KER CO IN/NR BAKERSFIELD ON RTE 58 FR 99 TO TOWERLIN OC & RTE 99 @ BELLE TER. OC	WIRE THEFT RESTORATION (TC)	09/24/2015	09/24/2015	\$1,946,705	CON	\$1,946,705	0	
State	SHOPP	SHOPP	X029(118)	KER120201	IN KERN CO ON SR 46 NEAR WASCO AT SR46/99 SEPARATION BRIDGE	BRIDGE REPLACEMENT (TC)	09/24/2015	09/24/2015	\$2,257,000	PE	\$2,257,000	0	
State	SHOPP	HM	X029(119)	KER140201	KER CO NEAR METTLER ON RTE 116 4.0 MI E OF BASIC SCHOOL RD TO RTE 166/99 SEP	AR SEAL COAT & FLUSH COAT TO (E) PAVEMENT (TC)	06/09/2015	06/09/2015	\$5,355,900	CON	\$5,355,900	0	

**NET OBLIGATIONS FOR STATE AND LOCAL AGENCY
FEDERAL-AID PROJECTS - FEDERAL FISCAL YEAR 2015**

Lead Agency	FTIP Program	Funding Type	Federal ID	Agency ID	Location	Work Description	Date of Obligation	Date of Obligation	Federal Funds Obligated	Phase	Total Dollar Amount in FTIP	Total Project Funds Remaining	Bicycle/Pedestrian Related Projects
State	SHOPP	HM	X029(120)	KER140201	IN KERN CO ON RTE 33 FROM 0.5 MI N OF 10TH ST TO 0.2 M S OF SHALE RD & RTE 119	BWC TYPE G OVERLAY (TC)	09/24/2015	09/24/2015	\$4,755,800	CON	\$4,755,800	0	
State	SHOPP	SHOPP	X029(121)	KER120205	KERN COUNTY AT VARIOUS LOCATIONS	REMOVE AND REPLACE SIGN PANELS (TC)	09/17/2015	09/17/2015	\$3,709,200	CON	\$3,709,200	0	
State/Wasco	TE	STPE	P043(039)	KER101007	IN WASCO ON SR 43 FROM FILBURN AVE TO POSO DRIVE	LANDSCAPE IMPROVEMENTS (TC)	12/23/2014	12/23/2014	-\$13,753	PE	-\$13,753	0	
State/Wasco	TE	RPSTPLE	P043(042)	KER101007	IN KERN COUNTY IN WASCO ON STATE ROUTE 43 FROM POSO DRIVE TO FILBURN AVENUE	LANDSCAPE IMPROVEMENTS	12/23/2014	12/23/2014	-\$10,899	CON	-\$10,899	0	
Taft	CMAQ	CML	5193(032)	KER100502	VARIOUS LOCATIONS	PURCHASE & INSTALL 10 BUS SHELTERS	05/08/2015	05/08/2015	\$141,559	PE/CON	\$177,819	0	
Taft	TE	RPSTPLE	5193(036)	KER121008	2ND ST TO SR119	BIKE/PEDESTRIAN PATH	09/23/2015	09/23/2015	\$593,985	CON	\$735,795	0	1
Taft	CMAQ	CML	5193(037)	KER140513	SUPPLY ROW BETWEEN 4TH STREET AND 6TH STREET	PARK AND RIDE	02/06/2015	02/06/2015	\$86,048	PE	\$97,197	0	
Taft	RSTP	STPL	5193(038)	KER140411	CHURCH ST. FROM PILGRIM ST. TO LASSEN AVE	ROAD REHAB	02/06/2015	02/06/2015	\$17,230	PE	\$19,823	0	
Tehachapi	RSTP	STPL	5184(017)	KER100408	TEHACHAPI BOULEVARD FROM APPROX. 1,000 FT WEST OF MOUNTAIN VIEW AVE. TO MILL ST	PAVEMENT REHABILITATION	02/27/2015	02/27/2015	-\$10,479	CON	-\$10,479	0	
Tehachapi	RSTP	STPL	5184(020)	KER120410	EASTBOUND TEHACHAPI BLVD. FROM 1,000 FEET WEST OF MOUNTAIN VIEW AVE. TO MILL ST	PAVEMENT REHABILITATION	05/07/2015	05/07/2015	-\$3,774	CON	-\$3,774	0	
Tehachapi	TE	RPSTPLE	5184(022)	KER121009	SOUTH SIDE OF TEHACHAPI BOULEVARD FROM SNYDER AVENUE TO DENNISON ROAD	SIDEWALK, ADA CURB RAMPS, LANDSCAPING, & LIGHTING	04/14/2015	04/14/2015	\$465,000	CON	\$529,000	0	1
Tehachapi	HSIP	HSIPL	5184(023)	KER140601	TEHACHAPI BOULEVARD FROM STEUBER ROAD TO MONOLITH STREET	TRAFFIC SIGNALS, STRIPING, SIGNAGE, ETAL. (TC)	09/24/2015	09/24/2015	\$1,209,889	CON	\$1,512,171	0	
Tehachapi	RSTP	STPL	5184(024)	KER140412	TEHACHAPI BOULEVARD FROM SOUTH MILL STREET TO SOUTH CURRY STREET	ROAD REHABILITATION	08/11/2015	08/11/2015	\$336,000	PE/CON	\$379,937	0	
Tehachapi	ATP	ATPL	5184(026)	KER151005	CURRY ST. FROM VALLEY BLV. TO C ST.; VALLEY BLVD. FROM CLEARVIEW ST. TO DENNISON	CURB, GUTTER, SIDEWALK, CROSSWALKS, & BIKE LANE	08/20/2015	08/20/2015	\$70,000	PE	\$70,000	0	1
Wasco	RSTP	STPL	5287(038)	KER140413	7TH ST. FROM STRAWBERRY DR TO CENTRAL AVE & CENTRAL AVE. FROM 7TH TO BETTIS AVE	RECONSTRUCTION	05/12/2015	05/12/2015	\$614,000	PE/CON	\$693,553	0	
Wasco	CMAQ	CML	5287(039)	KER140523	CITY OF WASCO	PURCHASE CNG REFUSE TRUCK	03/13/2015	03/13/2015	\$276,190	CON	\$311,974	0	
Wasco	ATP	ATPL	5287(040)	KER141007	PALM ELEMENTARY SCHOOL	CONSTRUCT PEDESTRIAN IMPROVEMENTS (TC)	07/28/2015	07/28/2015	\$29,000	PE	\$29,000	0	1
Wasco	ATP	ATPL	5287(041)	KER141008	TERESA BURKE ELEMENTARY SCHOOL & FILBURN AVE	CONSTRUCT BIKE & PEDESTRIAN IMPROVEMENTS (TC)	07/28/2015	07/28/2015	\$114,000	PE	\$114,000	0	1
Wasco	ATP	ATPL	5287(043)	KER151007	JOHN L. PRUEITT SCHOOL	CONSTRUCT BIKE AND PEDESTRIAN IMPROVEMENTS (TC)	05/29/2015	05/29/2015	\$31,000	PE	\$31,000	0	1

APPENDIX E:

Projects Exempt from Air Quality Conformity Finding

Transportation Project Listing - Exempt Projects

Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
Arvin	KER151001	20400000768	IN ARVIN: T02 VARIOUS LOCATIONS; CONSTRUCT SIDEWALK IMPROVEMENTS	\$680,000	3.02	San Joaquin
Bakersfield	KER140507	20400000735	IN BAKERSFIELD: GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SAFER ROADS	\$929,300	5.07	San Joaquin
Bakersfield	KER140508	20400000736	IN BAKERSFIELD: MOHAWK ST FROM TRUXTUN AVE TO CALIFORNIA AVE; CONSTRUCT MEDIAN ISLAND	\$300,000	5.01	San Joaquin
Bakersfield	KER151002	20400000769	IN BAKERSFIELD: FRANK WEST ELEMENTARY SCHOOL; SAFE ROUTES TO SCHOOL IMPROVEMENTS	\$312,000	3.02	San Joaquin
Bakersfield	KER151009	20400000794	IN BAKERSFIELD: A STREET: BETWEEN BRUNDAGE LANE AND SAN EMIDIO ST; CONSTRUCT SIDEWALK IMPROVEMENTS	\$1,110,000	3.02	San Joaquin
Bakersfield	KER160506	20400000815	IN BAKERSFIELD ON TRUXTUN AVE.: BETWEEN EMPIRE DR. AND OAK ST.; OPERATIONAL IMPROVEMENTS	\$4,645,500	5.01	San Joaquin
Cal. City	KER160510	20400000819	IN CALIFORNIA CITY ON MENDIBURU RD.: FROM HACIENDA BLVD. TO NEURALIA RD.; SURFACE UNPAVED STREET	\$1,636,727	1.10	Mojave Desert
Delano	KER150810	20400000787	IN DELANO: OPERATING ASSISTANCE	\$1,831,237	2.01	San Joaquin
Delano	KER150811	20400000788	IN DELANO: PURCHASE OF THREE REPLACEMENT GAS DIAL-A-RIDE VANS	\$165,000	2.10	San Joaquin
Delano	KER150812	20400000789	IN DELANO: PURCHASE OF THREE REPLACEMENT GAS DIAL-A-RIDE VANS	\$165,000	2.10	San Joaquin
Delano	KER150813	20400000790	IN DELANO: OPERATING ASSISTANCE	\$1,874,766	2.01	San Joaquin
Delano	KER150814	20400000791	IN DELANO: PURCHASE OF ONE REPLACEMENT CNG DIAL-A-RIDE BUS	\$110,000	2.10	San Joaquin
Delano	KER150815	20400000792	IN DELANO: PURCHASE OF ONE REPLACEMENT CNG DIAL-A-RIDE BUS	\$110,000	2.10	San Joaquin
GET	KER140502	20400000730	IN BAKERSFIELD: ON THE CALIFORNIA STATE UNIVERSITY, BAKERSFIELD CAMPUS; CONSTRUCTION OF A PUBLIC TRANSIT CENTER	\$1,345,100	5.06	San Joaquin
GET	KER140503	20400000731	IN BAKERSFIELD: EXPANSION OF PASSIVE SOLAR ELECTRIC CONVERSION SYSTEM	\$1,624,300	2.06	San Joaquin
GET	KER150806	20400000783	IN BAKERSFIELD: PURCHASE OF 24 REPLACEMENT CNG BUSES	\$14,400,000	2.10	San Joaquin
GET	KER150807	20400000784	IN BAKERSFIELD: PURCHASE OF FIVE REPLACEMENT CNG PARATRANSIT BUSES	\$675,000	2.10	San Joaquin

Transportation Project Listing - Exempt Projects

Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
GET	KER150808	20400000785	IN BAKERSFIELD: PREVENTIVE MAINTENANCE	\$7,221,690	2.01	San Joaquin
GET	KER150809	20400000786	IN BAKERSFIELD: PREVENTIVE MAINTENANCE	\$7,582,775	2.01	San Joaquin
GET	KER160504	20400000813	IN BAKERSFIELD: PURCHASE TWO REPLACEMENT 40' ELECTRIC BUSES	\$1,500,000	2.10	San Joaquin
KCOG	KER140101	20400000713	PLANNING, PROGRAMMING AND MONITORING	\$797,000	4.01	Various
KCOG	KER160405	20400000809	IN KERN COUNTY: REGIONAL TRAFFIC COUNT PROGRAM	\$180,000	4.01	Various
KCOG	KER160501	20400000810	IN KERN COUNTY: COMMUTEKERN'S RIDESHARE PROGRAM	\$475,306	3.01	Various
KCSS	KER160505	20400000814	IN BAKERSFIELD: CNG SCHOOL BUS REPLACEMENT	\$925,000	2.10	San Joaquin
Kern Co.	KER151004	20400000771	IN KERN COUNTY: MOJAVE; CONSTRUCT PEDESTRIAN IMPROVEMENTS	\$640,000	3.02	Mojave Desert
Kern Co.	KER151011	20400000796	IN MOJAVE: VARIOUS STREETS IN DOWNTOWN AREA; CONSTRUCT PEDESTRIAN IMPROVEMENTS	\$1,246,000	3.02	Mojave Desert
Kern Co.	KER151012	20400000797	IN LAMONT: VARIOUS STREETS; CONSTRUCT PEDESTRIAN IMPROVEMENTS	\$1,980,000	3.02	San Joaquin
Kern Co.	KER160503	20400000812	IN MOJAVE: CONSTRUCT TRANSIT CENTER	\$1,000,000	5.06	Mojave Desert
Kern Co.	KER160511	20400000820	IN ROSAMOND ON DAWN RD: BETWEEN 30TH ST WEST TO SIERRA HWY; SURFACE UNPAVED STREET	\$900,000	1.10	Mojave Desert
Kern Co.	KER160512	20400000821	IN ROSAMOND ON 40 ST WEST: BETWEEN SWEESTER RD. TO FAVORITO RD.; SURFACE UNPAVED STREET	\$400,000	1.10	Mojave Desert
Kern Co.	KER161001	20400000802	IN KERN COUNTY: KERN RIVER PARKWAY; CONSTRUCT BIKE TRAIL WESTERN EXTENSION PHASE I	\$4,499,000	3.02	San Joaquin
McFarland	KER151013	20400000798	IN MCFARLAND: KERN AVENUE ELEMENTARY SR2S CONNECTIVITY	\$293,000	3.02	San Joaquin
McFarland	KER160403	20400000805	IN MCFARLAND: SOUTHSIDE OF W. KERN AVE; 3RD ST TO 4TH ST; LANDSCAPING AND PEDESTRIAN IMPROVEMENTS	\$374,402	4.09	San Joaquin
Ridgecrest	KER160509	20400000818	IN RIDGECREST ON SUNLAND ST: BOWMAN AVE TO DOLPHIN AVE; SURFACE UNPAVED STREET	\$763,716	1.10	Indian Wells
Shafter	KER160404	20400000806	IN SHAFTER: GROUPED PROJECT FOR NON-CAPACITY WIDENING (NO ADDITIONAL TRAVEL LANES)	\$509,690	1.19	San Joaquin

Transportation Project Listing - Exempt Projects

Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
State	KER160201	20400000824	GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS - SHOPP ROADSIDE PRESERVATION PROGRAM	\$1,581,000	4.09	Various
State	KER160202	20400000826	GROUPED PROJECTS FOR BRIDGE REHABILITATION AND RECONSTRUCTION - SHOPP PROGRAM	\$43,020,000	1.19	Various
State	KER160203	20400000827	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SHOPP COLLISION REDUCTION PROGRAM	\$32,779,000	1.09	Various
State	KER160204	20400000828	GROUPED PROJECTS FOR EMERGENCY REPAIR - SHOPP EMERGENCY RESPONSE PROGRAM	\$28,089,000	1.12	Various
State	KER160205	20400000829	GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION - SHOPP ROADWAY PRESERVATION PROGRAM	\$109,020,000	1.10	Various
State	KER160206	20400000830	GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION ON THE STATE HIGHWAY SYSTEM - HIGHWAY MAINTENANCE (\$1,226,373 toll credits as part of match)	\$10,692,000	1.10	Various
Tehachapi	KER151014	20400000799	IN TEHACHAPI: SECTIONS OF H ST AND TEHACHAPI BLVD FROM MILL ST TO DENNISON RD; CONSTRUCT PEDESTRIAN AND RAIL CROSSING IMPROVEMENTS	\$2,242,000	3.02	Mojave Desert
Tehachapi	KER160502	20400000811	IN TEHACHAPI: TEHACHAPI BLVD BETWEEN MILL ST AND PAULEY ST; CONSTRUCT PARK-AND-RIDE	\$1,667,270	5.06	Mojave Desert
Various	KER060601	20400000418	GROUPED PROJECTS FOR BRIDGE REHABILITATION AND RECONSTRUCTION - HIGHWAY BRIDGE PROGRAM (HBP). NON-CAPACITY PROJECTS ONLY. (40 CFR TABLES 2&3) (INCLUDES SEISMIC RETROFIT)	\$3,830,500	1.19	Various
Various	KER140601	20400000710	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP). NON-CAPACITY INCREASING PROJECTS ONLY. (40 CFR TABLES 2&3) (\$481,126 toll credits as part of match)	\$7,484,166	1.06	Various
Various	KER160402	20400000804	VARIOUS LOCATIONS: GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION (NON-CAPACITY PROJECTS ONLY)	\$33,197,326	1.10	Various
Various	KER160507	20400000816	IN BAKERSFIELD: GROUPED PROJECTS FOR INTERSECTION SIGNALIZATION	\$2,065,000	5.02	San Joaquin
Various	KER160508	20400000817	IN KERN COUNTY: GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS	\$16,525,320	1.04	San Joaquin

Transportation Project Listing - Exempt Projects

Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
Various	KER160601	20400000831	GROUPED PROJECTS FOR RAILROAD/HIGHWAY CROSSING	\$1,374,250	1.01	Various
Various	KER160801	20400000801	GROUPED PROJECTS FOR PURCHASE OF NEW BUSES AND RAIL CARS TO REPLACE EXISTING VEHICLES OR FOR MINOR EXPANSIONS OF THE FLEET	\$419,484	2.10	Various
Various	KER160802	20400000825	GROUPED PROJECTS FOR OPERATING ASSISTANCE TO TRANSIT AGENCIES	\$15,071,495	2.01	Various
Various	KER161002	20400000807	GROUPED PROJECTS FOR BICYCLE AND PEDESTRIAN FACILITIES - NON-MOTORIZED	\$1,945,924	3.02	Various
Various	KER161003	20400000808	GROUPED PROJECTS FOR BICYCLE AND PEDESTRIAN FACILITIES - MOTORIZED	\$321,533	3.02	Various
Wasco	KER141008	20400000776	IN WASCO: TERESA BURKE ELEMENTARY SCHOOL & FILBURN AVE; CONSTRUCT BIKE & PEDESTRIAN IMPROVEMENTS	\$1,794,000	3.02	San Joaquin
Wasco	KER151007	20400000774	IN WASCO: JOHN L PRUEITT SCHOOL; CONSTRUCT BIKE & PEDESTRIAN IMPROVEMENTS	\$473,000	3.02	San Joaquin
Wasco	KER160513	20400000822	IN WASCO: PURCHASE ONE REPLACEMENT CNG SANITATION TRUCK	\$350,000	4.01	San Joaquin
Wasco	KER160514	20400000822	IN WASCO: PURCHASE ONE REPLACEMENT CNG STREET SWEEPER	\$350,000	4.01	San Joaquin

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APPENDIX F:

CMAQ Policy Local Cost Effectiveness

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**CMAQ POLICY
LOCAL COST- EFFECTIVENESS**

Adopted September 2007



**Kern Council
of Governments**

Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, California 93301
www.kerncog.org
661-861-2191
Facsimile 661-324-8215
TTY 661-832-7433

Kern Council of Governments Board of Directors

The Kern Council of Governments is the regional planning agency as well as the technical and informational resource, and rideshare administrator for the area's 11 incorporated cities and the County of Kern. Following Board direction, staff coordinates between local, state, and federal agencies to avoid overlap or duplication of programs. This intergovernmental coordination enables staff to work with many public agencies to ensure that planning and implementation of programs proceed in a coordinated manner.

Chairman: Cheryl Wegman
Vice Chairman: Fran Florez
Secretary/ Executive Director: Ronald E. Brummett

City of Arvin
Tim Tarver

City of California City
Nicholas Lessenevitch

City of Maricopa
Gary Mock

City of Ridgecrest
Steve Morgan

City of Taft
Cliff Thompson

City of Wasco
Cherylee Wegman

County of Kern
Jon McQuiston

City of Bakersfield
Zack Scrivner

City of Delano
Sam Ramirez

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City of Tehachapi
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County of Kern
Michael J. Rubio

Military Joint Planning Policy Board
Jason Warren

San Joaquin Valley Unified Air Pollution Control District
Vacant

Golden Empire Transit
Howard Silver

Caltrans
Sharri Ehlert

**EXHIBIT A
LOCAL COST-EFFECTIVENESS CMAQ POLICY**

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 reductions 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 Council Of Governments will use the Caltrans estimate to develop the available CMAQ funds over the four-year period. Kern Council Of Governments commits to dedicate at least 20% 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 is 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 Council Of Governments 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 Improvement 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 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 Council Of Governments 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 Council Of Governments.

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 Council Of Governments 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 Council Of Governments 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, then the MPO could spend \$1 million per year over the four year FTIP cycle, \$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 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).

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

APPENDIX G:

Public Involvement Process

The adopted Kern COG Public Involvement Policies and Procedure, available at <http://www.kerncog.org/publications/policies-and-procedures>, requires a 30-day public review period for the Federal Transportation Improvement Program (FTIP). The public review requirements have been met this FTIP cycle.

The public review period began July 6, 2016. The Kern Council of Governments Transportation Planning Policy Committee held a public hearing on July 21, 2016 and continued consideration of the document and findings to its scheduled meeting on September 15, 2016. The public review period concluded August 4, 2016. All Kern Council of Governments Transportation Planning Policy Committee meetings are televised on KGOV. The Draft 2017 Federal Transportation Improvement Program was available for review at the office as well as website (www.kerncog.org) of the Kern Council of Governments. The documents were available at all libraries of the Kern County Library System. Regional adoption is expected September 15, 2016 after a response to comments received during the public review period is prepared.

Legal notices were published throughout the review process in the Arvin Tiller, Bakersfield Californian, Delano Record, El Popular (Spanish language publication), Lamont Reporter, Mojave Desert News, Ridgecrest Daily Independent, Shafter Press, Taft Midway Driller, and Wasco Tribune.

A comment summary is provided on the following pages.

2017 Federal Transportation Improvement Program Summary of Comments and Responses

As part of the development of the TIP, stakeholders, technical staff, and the general public were given the opportunity to comment. The public review period was held July 6, 2016 to August 4, 2016.

State Department of Transportation (Caltrans)

Office of Program/Project Management – email dated 7/5/16

Provided update to the 2016 State Highway Operations and Protection Program (SHOPP) group project listing.

Response: Revision was incorporated into the final document.

Office of Federal Transportation Management Program – email dated 8/1/16

1. Recommend inserting the link to KCOGs PPP in the body of the text on page 96 and include language stating the POP requirements will be satisfied using the FTIP public review.

Response: Revision was incorporated into the final document.

2. For STIP projects in the financials I am showing \$33,200 in 18/19. You show \$33,700 in revenue and programming. And also on page 14 & 15. Please verify.

Response: The \$500 difference is due to the inclusion of an Inyo County project that has Kern COG STIP-AC dollars - KER140102 In Inyo County: archaeological pre-mitigation for Olancha/Cartago project. No revision needed.

3. In reviewing the State Highway/Regional Choice I found several discrepancies between the list and what is in the Draft FTIP. (Pages 22-25).

KER120105 shows \$7610 in 16/17 RW

KER010103 the DFTIP shows funding in 16/17

KER120106 the DFTIP funding is different

KER120103 shows \$0 in DFTIP for 16/17

KER140102 the DFTIP shows \$500K in 16/17 not 18/19

KER020604 the DFTIP shows the \$55 M in 15/16

KER050104 the funding is different in the DFTIP

KER130101 the DFTIP shows \$7,955 in 16/17

Response: Kern COG uses a Microsoft Access database to develop the list of projects for the Draft Public Review FTIP document. Once the projects are finalized, all changes are then incorporated in the Draft FTIP module of the CTIPS database. No revision is needed to the FTIP document. The CTIPS database will be updated prior to the deadline set by Caltrans.

4. Please include a link to your backup list for grouped projects.

Response: The <http://www.kerncog.org/federal-transportation-improvement-program> link is posted on the cover page of the grouped project listing under Appendix J. No revision needed.

5. Ensure signed Appendix A inserted.

Response: Revision will be submitted with the final document.

6. Ensure certification in Appendix B gets signed.

Response: Signed MOUs are included in Appendix B. No revision needed.

7. Please remember to provide 3 copies of the final FTIP to Caltrans.

Response: Comment acknowledged.

8. Ensure that comments are addressed in final FTIP submittal.

Response: Revision was incorporated into the final document.

Summary of Comments and Responses Continued

City of Bakersfield – letter dated 8/18/16

Revise KER160402 group listing project limits.

Response: *Revision was incorporated into the final document.*

City of Wasco – email dated 7/5/16

Delete KER110602 because projects have been de-obligated previously.

Response: *Caltrans, who administers the Safe Routes to School Program, responded via email that the City of Wasco was correct. Caltrans has deleted the projects from the program. Revision was incorporated into the final document.*

Technical revisions

- Appendix J Grouped Project Listing updated with above noted revisions.
- KER151004 Mojave Active Transportation Program project received a construction phase time extension from the California Transportation Commission. The construction phase was moved from FY 15/16 to FY 16/17.
- Financial Tables updated with above noted revisions.

APPENDIX H: Major ITS Projects

There are no projects available for listing in this section.

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APPENDIX I:

Expedited Project Selection Procedures for 2017 TIP



**Kern Council
of Governments**

July 15, 2010

Cindy McKim
Director, Caltrans
P.O. Box 942873
Sacramento, CA 94273-0001

Attention: Rachel Falsetti, Chief, Division of Transportation Programming
Subject: Expedited Project Selection Procedures

Dear Ms. Falsetti:

Federal Regulations 23 Code of Federal Regulations (CFR) Part 450 and Title 23 of the United States Code (USC) allow for the movement of projects within the four year element of the Federal Transportation Improvement Program (FTIP) subject to procedures agreed to by the cooperating parties. This letter is to certify that the Kern Council of Governments (Kern COG) as the Metropolitan Planning Organization (MPO), Regional Transportation Planning Agency (RTPA) and Transit Operator for the Kern County region, has in place a formal project selection process agreed to by all of the region's partners.

Kern COG and the California Department of Transportation (Caltrans) have implemented a project selection process for its Federal Transportation Improvement Program (FTIP) as required by Federal Regulations 23 Code of Federal Regulations (CFR) Part 450 and Title 23 United States Code (USC), and as outlined in the attached table. The Kern COG and State have selected all of the projects in the first four years of the FTIP based on the attached table for Project Selection Procedures. It has been agreed by all member agencies represented by Kern COG and Caltrans per 23 CFR 450.220 that the projects within the first four years of the FTIP may be advanced within the four year period of the Federal Statewide Transportation Improvement Program (FSTIP) subject to the conditions of the Expedited Project Selection Procedures outlined below.

The Kern Council of Governments signature below acknowledges that advancing of projects under such agreement does not invalidate the financial constraint of its FTIP.



Ronald E. Brummett
Executive Director
Kern Council of Governments

July 14, 2010
Date

CC: Sharri Bender Ehlert, Interim Caltrans District 6 Director
Jim Perrault, Caltrans Office of Local Assistance District 6
Tom Hallenbeck, Caltrans District 9 Director

Kern Council of Governments

1401 19th Street, Suite 300, Bakersfield, California 93301 | (661) 861-2191 Facsimile (661) 324-8215 TTY (661) 832-7433 www.kerncog.org

Project Selection Procedures - Consultation and Cooperation Requirements

Region	Project Type	Selecting Agency	Selection Procedure	Consulted/cooperating Agency
MPO: Kern COG	Projects funded with title 23 – except: Federal Transit Act funds, projects on the NHS, and HBP, IM and FLHP funded projects	MPO	Consultation	State and Kern COG
	Projects funded with Federal Transit Act funds	MPO	Consultation	State, Kern COG, Golden Empire Transit
	Projects on the NHS, and projects funded under the HBP and IM programs	State	Cooperation	MPO
	Projects funded with Federal Lands Highway Program (FLHP) funds	Selected in accordance with 23 U.S.C. 204		

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APPENDIX J:

Grouped Project Listing

2017 Federal Transportation Improvement Program

Grouped Project Listings

Kern Council of Governments

Includes:

State Highway Operations and Protection Program (SHOPP) - dated 7/5/16

Highway Maintenance

Local Section 130/Grade Crossings (Sec. 130)

Highway Bridge Program (HBP) dated 3/29/16

Highway Safety Improvement Program (HSIP) dated 2/3/16

Regional Surface Transportation Program (RSTP)

Congestion Mitigation Air Quality Program (CMAQ)

Transit Program

Recreational Trails Program

Note: Listing is available on the Kern COG website at

<http://www.kerncog.org/federal-transportation-improvement-program>

Kern Council of Governments
SHOPP Lump Sum by Category and Fund Type
Dollars x \$1000

2016

	TOTAL	PRIOR	16/17	17/18	18/19	19/20	20/21	PE	RW	CON
SHOPP - Bridge Preservation										
Bridge - State (HBRR)	\$31797			\$19,472	\$12,325			\$6,147	\$377	\$25,273
National Hwy System	\$11223					\$11,223		\$1,900	\$50	\$9,273
TOTAL	\$43020			\$19,472	\$12,325	\$11,223		\$8,047	\$427	\$34,546
SHOPP - Collision Reduction										
National Hwy System	\$8064		\$4,580		\$3,484			\$2,030	\$30	\$6,004
Surface Transportation Program	\$24715		\$5,895	\$18,820				\$7,095	\$4,152	\$13,468
TOTAL	\$32779		\$10,475	\$18,820	\$3,484			\$9,125	\$4,182	\$19,472
SHOPP - Emergency Response										
National Hwy System	\$28089		\$28,089					\$3,197	\$1,131	\$23,761
TOTAL	\$28089		\$28,089					\$3,197	\$1,131	\$23,761
SHOPP - Roadside Preservation										
National Hwy System	\$1581				\$1,581			\$241	\$4	\$1,336
TOTAL	\$1581				\$1,581			\$241	\$4	\$1,336
SHOPP - Roadway Preservation										
National Hwy System	\$109020		\$63,955		\$45,065			\$8,838	\$451	\$99,731
TOTAL	\$109020		\$63,955		\$45,065			\$8,838	\$451	\$99,731
MPO TOTAL	\$214,489		\$102,519	\$38,292	\$62,455	\$11,223		\$29,448	\$6,195	\$178,846

Kern Council of Governments KER160202
SHOPP Lump Sum by Category and Fund Type
Dollars x \$1000

2016

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Bridge Preservation									
	10400000377	KER	06	0Q180	58	In Tehachapi, at the Summit Overhead Bridge No. 50-343L/R. Upgrade bridge rail	711	27	2,105
	10400000378	KER	06	0Q190	58	Near Tehachapi, at Cache Creek Bridge No.50-346L/R. Replace Bridge.	2,741	120	13,768
	10400000404	KER	06	0Q920	99	In Bakersfield, at Panama Lane Overcrossing and White Lane Overcrossing. Lower highway profile below overcrossings to accommodate clearance requirement for permit vehicles.	1,900	50	9,273
	10400000406	KER	06	0S050	166	Near Mettler, at California Aqueduct Bridge (No. 50-0323). Bridge rehabilitation.	2,695	230	9,400
SHOPP - Bridge Preservation Total:							8,047	427	34,546

Kern Council of Governments KER160203
SHOPP Lump Sum by Category and Fund Type
Dollars x \$1000

2016

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Collision Reduction									
	10400000407	KER	06	0E320	178	In Bakersfield, from M Street to east of Fairfax Road at various locations. Roadside safety improvements.	520	10	2,954
	10400000367	KER	06	0P290	155	Near Delano, at Browning Road. Construct a roundabout.	1,491	1,442	2,962
	10400000389	KER	06	0S450	99	Near Bakersfield, from Belle Terrace to Minkler Underpass Bridge No. 50-049. Repaint lane lines and add lighting at Interchanges.	970	221	2,785
	10400000375	KER	06	0P900	43	Near Bakersfield, at the intersection of Routes 43 and 119. Intersection improvement.	2,671	2,040	5,050
	10400000374	KER	06	0Q620	5	Near Buttonwillow, at the northbound and southbound Buttonwillow safety roadside rest areas. Upgrade water and waste water systems.	1,510	20	3,050
	10400000408	KER	06	0U990	65	Near Bakersfield, from Imperial Street to County Line Road. Construct center line and shoulder rumble strips.	840	30	1,250
	10400000388	KER	06	0S510	223	In and Near Arvin, at Derby Street. Install traffic signals.	1,123	419	1,421
SHOPP - Collision Reduction Total:							9,125	4,182	19,472

Kern Council of Governments KER160204
SHOPP Lump Sum by Category and Fund Type
Dollars x \$1000

2016

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Emergency Response									
	10400000391	KER	06	0S610	VAR	In Kern, Kings, and Fresno counties at various locations on Routes 5, 46, 58, 99, 178, and 204. Repair traffic operation and irrigation systems.	3,197	1,131	23,761
SHOPP - Emergency Response Total:							3,197	1,131	23,761

Kern Council of Governments KER160201
SHOPP Lump Sum by Category and Fund Type
Dollars x \$1000

2016

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Roadside Preservation									
	10400000405	KER	06	0T280	99	In Bakersfield, from Planz Road to north of California Avenue. Upgrade irrigation system to improve water efficiency.	241	4	1,336
SHOPP - Roadside Preservation Total:							241	4	1,336

Kern Council of Governments KER160205
SHOPP Lump Sum by Category and Fund Type
Dollars x \$1000

2016

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON
SHOPP - Roadway Preservation									
	10400000395	KER	06	0S470	58	Near Bakersfield, from Cottonwood Road to 0.3 mile east of Routes 58/184 Separation. Pavement Rehabilitation.	2,883	58	32,041
	10400000401	KER	06	0Q820	5	Near Lebec, from north Lebec Road to south of Grapevine Road. Rehabilitate drainage systems.	1,045	150	5,790
	10400000403	KER	06	0T200	99	In and near Bakersfield, from Route 5 to Panama Lane. Roadway rehabilitation.	2,760	220	35,100
	10400000390	KER	06	0R140	99	Near Bakersfield, from north of Herring Road to Pacheco Road (Truck lane-southbound only). Rehabilitate pavement.	2,150	23	26,800
SHOPP - Roadway Preservation Total:							8,838	451	99,731

GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION ON THE
STATE HIGHWAY SYSTEM - HIGHWAY MAINTENANCE (toll credits)

District	Agency	EA5	Project ID #	MPO	* Project Location	Project Description	Total Project Cost	Other/ Local Funds	Funds to be Programmed for PE Support Costs	Funds to be Programmed in R/W Support costs	Funds to be Programmed in Construction Support	Latest Estimated Construction Capital Value in Contract	FTIP Program Year	National Highway System (Y/N)	Fund Source	County	Route	Back Post Mile	Ahead Post Mile
06	Caltrans	06-0T7901	0615000230	KCOG	In Kern Co on Rte 41 from Kern/SLO Co Line to the Kings/Kern Co Line and from Utica Ave to Jct 41/5.	Maintenance Asphalt Overlay	\$3,231,000		\$200,000	\$1,000	\$200,000	\$1,420,000	2016/17	Y	NHS	Ker	41	0.0	4.9
06	Caltrans	06-0T8101	0615000232	KCOG	In Kern Co from 0.5 mi North of Jct 33/46 to the Kern/Kings Co Line and In Kings Co from Kings/Kern Co Line to the Kings/Fresno Co Line and in Fresno Co from Fresno/Kings Co Line to 0.3 mi South of Jacalito Cr.	Maintenance Seal Coat	\$3,813,000		\$178,000	\$1,000	\$184,000	\$1,010,000	2016/17	N	STP	Ker	33	60.7	73
06	Caltrans	06-0V5301	0616000170	KCOG	In Kern Co on Rte 43 from Jct 43/58 West to Santa Fe Way and on Rte 58 from Leslie Ln to Jct 58/5.	Maintenance Asphalt Overlay	\$3,648,000		\$170,000	\$1,000	\$177,000	\$2,160,000	2016/17	N	STP	Ker	43	9.2	16.1
											\$1,140,000	2016/17	N	STP	Ker	58	28.2	31.4	

**Kern Council of Governments
Caltrans Managed non-SHOPP Program Detail**

**Grouping Category: Local Section 130/Grade Crossings
Grouped Projects for Railroad/Highway Crossing**

PIN	Implementing Agency	CT ID (USDOT RR Xing No.)	Project Title	Project Description	Program Year (FFY)	Federal Funds	State/Local Funds	Total Project Cost
KER160601	California Department of Transportation, Division of Rail and Mass Transportation/County of Kern	030024V	Railway Crossing Local Sec 130	In the County of Kern at the intersection of Houghton Road and San Joaquin Valley Railroad tracks; Eliminate hazards at railroad grade crossing at intersection of Houghton Road and San Joaquin Valley Railroad	prior year	\$531,250	\$0	\$531,250
	California Department of Transportation, Division of Rail and Mass Transportation/County of Kern	030026J		In the County of Kern at the intersection of Shafter Road and San Joaquin Valley Railroad tracks; Eliminate hazards at railroad grade crossing at intersection of Shafter Road and San Joaquin Valley Railroad	prior year	\$843,000	\$0	\$843,000

Grouping Category: Highway Bridge Program (HBP)

Grouped Projects for Bridge Rehabilitation and Reconstruction - Highway Bridge Program (HBP)

PIN	Agency	State ID	Fed ID	Project Title	Project Description	Program Year (FFY)	Federal Funds	State/Local Funds	Total Project Cost
KER060601	Various		5109(166)	Bridge Rehabilitation and Reconstruction	Bakersfield: BRIDGE NO. 50C0021 L & R, MANOR ST, OVER KERN RIVER, 0.2 MI S ROBERTS LANE. Rehabilitate existing two lane bridge. No added lane capacity. Including LSSRP Retrofit HBP-ID 1246	prior year	\$1,297,850	\$168,150	\$1,466,000
			5109(175)		Bakersfield: BRIDGE NO. 50C0173, BEALE AVE, OVER UP RR, SUMNER ST, KENTUCKY, SOUTH MONTEREY ST. Rehabilitate two lane bridge. No added lane capacity. HBP-ID 953	prior year	\$88,530	\$11,470	\$100,000
			5950(333)		Kern County: BRIDGE NO. 50C0172, LAKE ISABELLA RD OVER BOREL CANAL, 0.75 MI N OF NUGGET AVE. Rehabilitate two lane Bridge. No added lane capacity. HBP-ID 3710	prior year	\$557,739	\$72,261	\$630,000
			5109(225) (226)		Bakersfield: BRIDGE NO. PM00145, Bridge Preventive Maintenance Program (BPMP) various bridges in the City of Bakersfield. See Caltrans Local Assistance HBP website for backup list of projects. HBP-ID 4341	16/17	\$131,548	\$17,043	\$148,591
						18/19	\$1,315,475	\$170,434	\$1,485,909

Grouping Category: Highway Safety Improvement Program (HSIP)

Grouped Projects for Safety Improvements - Highway Safety Improvement Program (HSIP)

PIN	Agency	State ID	Fed ID	Project Title	Project Description	Program Year (FFY)	Federal Funds	State/Local Funds	Total Project Cost
KER140601 (continued on next page)	Various		5370(025)	Safety Improvements	Arvin: Bear Mountain Blvd (SR 223)/Derby St; install traffic signals, railroad crossings, upgrade and install new pavement, striping and pavement markers HSIP6-06-001 (toll credits)	prior year	\$163,000	\$18,112	\$181,112
			16/17			\$543,000	\$0	\$543,000	
					Bakersfield: various signalized intersections within north east; install pedestrian countdown head at each signalized intersection HSIP7-06-004	16/17	\$174,600	\$19,400	\$194,000
					Bakersfield: various signalized intersections within south east; install pedestrian countdown head at each signalized intersection HSIP7-06-005	16/17	\$151,200	\$16,800	\$168,000
			5399(023)		California City: California City Blvd between Alona Rd and Mitchell Blvd; install reflectors, rumble strips, and chip seal; upgrade striping HSIP6-09-001 (toll credits)	prior year	\$805,848	\$2,750	\$808,598
			5227(047)		Delano: Cecil Ave/Albany St; upgrade traffic signals; install protected left-turn phasing HSIP6-06-004 (toll credits)	prior year	\$315,056	\$5,500	\$320,556
			5227(054)		Delano: various non-signalized crosswalk locations; install pedestrian actuated warning systems; install advanced yield markings, and install pedestrian crossing signs HSIP7-06-006 (toll credits)	16/17	\$437,900	\$0	\$437,900
			5385(049)		Ridgecrest: China Lake Blvd/Bowman Rd; install traffic signals (interconnect); construct curb ramps, curb and gutter HSIP5-09-001	prior year	\$396,000	\$44,000	\$440,000
			5385(050)		Ridgecrest: Drummond Ave between Downs St and Inyo St; Widen roadway; improve alignment HSIP5-09-002	prior year	\$263,700	\$29,300	\$293,000

Continued

Grouped Projects for Safety Improvements - Highway Safety Improvement Program (HSIP)

PIN	Agency	State ID	Fed ID	Project Title	Project Description	Program Year (FFY)	Federal Funds	State/Local Funds	Total Project Cost
KER140601 (continued)	Various			Safety Improvements	Shafter: Lerdo Hwy between Cherry Ave and Zerker Rd; install guardrail HSIP7-06-008 (toll credits)	17/18	\$1,081,800	\$0	\$1,081,800
			5184(023)		Tehachapi: Tehachapi between Steuber Rd and Monolith St; install traffic signals, striping, and signs; construct sidewalk, gutter, curb, curb ramps; widen pavement HSIP6-09-002 (toll credits)	prior year	\$162,000	\$18,000	\$180,000
			5287(046)		Wasco: various locations within city; roadway safety sign audit and sign upgrade/installation project HSIP7-06-009 (toll credits)	16/17	\$1,558,000	\$0	\$1,558,000
					Wasco: various locations within city; roadway safety sign audit and sign upgrade/installation project HSIP7-06-009 (toll credits)	16/17	\$143,900	\$0	\$143,900
					Kern County: South Union Ave between Taft Hwy and Ming Ave; construct left turn channelization HSIP7-06-007	16/17	\$1,020,870	\$113,430	\$1,134,300

Grouping Category: Regional Surface Transportation Program

Grouped Projects for Pavement resurfacing and/or rehabilitation

PIN	Agency	State ID	Fed ID	Project Title	Project Description	Program Year (FFY)	Federal Funds	State/Local Funds	Total Project Cost
KER160402 (continued on next page)	Arvin		STPL-5370(026)	RSTP - Various	Varsity Ave from Comanche Dr to Campus Dr; reconstruction	prior year	\$482,000	\$134,288	\$616,288
					Franklin St (phase 1): Between Derby St and Stockton St; reconstruction and rehabilitation	16/17	\$38,850	\$5,034	\$43,884
						17/18	\$444,364	\$60,307	\$504,671
	Bakersfield		STPL-5109(215)		Gosford Rd: White Ln to Ming Ave; reconstruction	prior year	\$3,810,999	\$493,756	\$4,304,755
			STPL-5109(218)		Ashe Road: Ming Ave to Stockdale Hwy; rehabilitation	prior year	\$1,552,782	\$201,180	\$1,753,962
			STPL-5109(219)		Wilson Rd: Wible Rd to S. H St; rehabilitation	prior year	\$1,094,796	\$141,843	\$1,236,639
			STPL-5109(220)		Brundage Lane: Union Ave to Washington St; rehabilitation	prior year	\$2,114,467	\$273,953	\$2,388,420
					California Ave: Between Oak St and H St; reconstruction	16/17	\$3,040,314	\$393,905	\$3,434,219
					P St: Between Brundage Ln and California Ave; rehabilitation	16/17	\$1,286,686	\$166,704	\$1,453,390
					A St: Between Brundage Ln and California Ave; rehabilitation	17/18	\$1,287,328	\$166,788	\$1,454,116
					White Ln: Between Union Ave and Cottonwood Rd; rehabilitation	17/18	\$866,976	\$112,326	\$979,302
					Truxtun Ave: Between T St and Beale Ave; rehabilitation	17/18	\$673,438	\$87,252	\$760,690
					Hughes Ln: Between Wilson Rd and Ming Ave; rehabilitation	17/18	\$725,983	\$94,059	\$820,042
					Auburn St: Between Oswell St and Fairfax Rd; rehabilitation	17/18	\$773,273	\$100,186	\$873,459

Continued

Grouped Projects for Pavement resurfacing and/or rehabilitation

PIN	Agency	State ID	Fed ID	Project Title	Project Description	Program Year (FFY)	Federal Funds	State/Local Funds	Total Project Cost	
KER160402 (continued)	California City			RSTP - Various	Randsburg-Mojave Rd: Between Mendiburu Rd to Memorial Dr; rehabilitation	16/17	\$41,269	\$5,347	\$46,616	
						17/18	\$270,731	\$38,067	\$308,798	
	Delano					Cecil Ave: Between Albany St and Wasco Pond Rd; pavement resurfacing, reconstruction & rehabilitation	16/17	\$360,308	\$46,683	\$406,991
						Garces Hwy: Between Albany St and Melcher Rd; pavement resurfacing, reconstruction & rehabilitation	16/17	\$159,596	\$20,679	\$180,275
						Girard St: 18th Ave and County Line Rd; pavement resurfacing, reconstruction & rehabilitation	16/17	\$99,091	\$12,840	\$111,931
						Garzoli Ave: Between Mellenium Dr and Pond Rd; pavement resurfacing, reconstruction & rehabilitation	16/17	\$43,837	\$5,681	\$49,518
						Pond Rd: Between Garzoli Ave and UPRR; pavement resurfacing, reconstruction & rehabilitation	16/17	\$39,097	\$5,066	\$44,163
						Lexington St: Between Cecil Ave and Woollomes Ave; pavement resurfacing, reconstruction & rehabilitation	17/18	\$389,179	\$52,492	\$441,671
						Garces Hwy: Between Albany St and Ellington St; pavement resurfacing, reconstruction & rehabilitation	17/18	\$146,882	\$19,032	\$165,914

Continued

Grouped Project for Pavement resurfacing and/or rehabilitation

PIN	Agency	State ID	Fed ID	Project Title	Project Description	Program Year (FFY)	Federal Funds	State/Local Funds	Total Project Cost	
KER160402 (continued)	Kern County			RSTP - Various	Near Bakersfield: Allen Rd: Brimhall Rd to Rosedale Highway; resurfacing and median construction	16/17	\$460,356	\$59,644	\$520,000	
					Near Bakersfield: S. Chester: Between Ming Ave and railroad tracks; reconstruction and resurfacing	16/17	\$1,150,890	\$149,110	\$1,300,000	
					Near Bakersfield: N. Chester Ave: Between Kern River Bridge and Norris Rd; reconstruction and resurfacing	16/17	\$1,124,331	\$145,669	\$1,270,000	
					Near Taft: A Street: Between 10th St and Arroyo Drive (city limit); reconstruction and resurfacing	16/17	\$708,240	\$91,760	\$800,000	
					Near Delano: Browning Rd: Between Pond Rd and Skyline Dr; reconstruction and resurfacing	16/17	\$177,060	\$22,940	\$200,000	
					Near Shafter: Merced Ave: SR99 to Zerker Ave; reconstruction and resurfacing	16/17	\$885,300	\$114,700	\$1,000,000	
					Near Buttonwillow: Tracy Ave: SR 58 to I-5 on-ramp; reconstruction and resurfacing	17/18	\$672,828	\$87,172	\$760,000	
					In Oildale: Roberts Lane: North Chester Ave to Manor St; reconstruction and resurfacing	17/18	\$354,120	\$45,880	\$400,000	
					Near Lamont: Di Giorgio Rd: SR 184 to Tejon Hwy; reconstruction and resurfacing	17/18	\$1,770,600	\$229,400	\$2,000,000	
					Ridgecrest					Eastside of Downs St: Upjohn Ave to Ridgecrest Blvd; rehabilitation
		17/18	\$651,326	\$84,387						\$735,713
	Shafter					Intersection of Beech Ave and Lerdo Hwy; reconstruction	prior year	\$182,000	\$23,581	\$205,581
						Beech Ave: Lerdo Hwy to Tulare Ave; resurfacing (Phase II)	17/18	\$206,000	\$26,690	\$232,690

Continued

Grouped Projects for Pavement resurfacing and/or rehabilitation

PIN	Agency	State ID	Fed ID	Project Title	Project Description	Program Year (FFY)	Federal Funds	State/Local Funds	Total Project Cost
KER160402 (continued)	Taft			RSTP - Various	6th St: Main St to Supply Row; rehabilitation	16/17	\$27,410	\$6,836	\$34,246
						17/18	\$182,590	\$45,534	\$228,124
	Tehachapi				In Tehachapi: resurfacing at various locations	16/17	\$335,338	\$56,062	\$391,400
	Wasco		STPL-5287(050)		7th St: Central Ave to Palm Ave; rehabilitation	16/17	\$46,840	\$6,069	\$52,909
						17/18	\$577,797	\$83,562	\$661,359

Grouped Project for Non-capacity Widening (no additional travel lanes)

PIN	Agency	State ID	Fed ID	Project Title	Project Description	Program Year (FFY)	Federal Funds	State/Local Funds	Total Project Cost
KER160404	Shafter		STPL-5281(020)	RSTP - Shafter	Tulare Ave: SR 43 to North Reiker St; widening	prior year	\$228,000	\$49,000	\$277,000
					Beech Ave: Lerdo Hwy to Tulare Ave; widening (Phase 1)	16/17	\$206,000	\$26,690	\$232,690

Grouping Category: Congestion Mitigation Air Quality

Grouped Projects for Safety Improvements - Safer Roads

PIN	Agency	State ID	Fed ID	Project Title	Project Description	Program Year (FFY)	Federal Funds	State/Local Funds	Total Project Cost
KER140507	Bakersfield		CML-5109(214)	Safety Improvements	Harris Rd at Mountain Vista Dr; signal & Harris Rd: Mountain Vista Dr to Buena Vista Rd; synchronization	prior year	\$301,000	\$39,000	\$340,000
			CML-5109(217)		Snow Rd at Jewetta Ave; signal & Jewetta Ave: Snow Rd to Olive Dr; interconnect	prior year	\$223,538	\$28,962	\$252,500
					Snow Rd at Norris Rd; signal & Snow Rd: Norris Rd to Calloway Dr; interconnect & Calloway Dr: Snow Rd to Norris Rd; interconnect	prior year	\$298,169	\$38,631	\$336,800

Grouped Projects for Intersection Signalization

PIN	Agency	State ID	Fed ID	Project Title	Project Description	Program Year (FFY)	Federal Funds	State/Local Funds	Total Project Cost
KER160507	Bakersfield			Intersection Signalization	In Bakersfield: District Blvd at Grissom St; install traffic signal	16/17	\$221,300	\$28,700	\$250,000
	Kern County				In Bakersfield: Brundage Ln at Sterling Rd; install traffic signal	16/17	\$327,561	\$42,439	\$370,000
	Kern County				In Bakersfield: Airport Dr at Day Ave; install traffic signal	16/17	\$358,547	\$46,453	\$405,000
	Kern County				In Bakersfield: Meacham Rd at Verdugo Ln; install traffic signal	16/17	\$301,000	\$39,000	\$340,000
	Kern County				In Bakersfield: Meacham Rd at Jewetta Ave; install traffic signal	16/17	\$398,385	\$51,615	\$450,000
	Bakersfield				In Bakersfield: Stine Rd at McKee Rd; install traffic signal	17/18	\$221,300	\$28,700	\$250,000

Grouped Projects for Shoulder Improvements

PIN	Agency	State ID	Fed ID	Project Title	Project Description	Program Year (FFY)	Federal Funds	State/Local Funds	Total Project Cost
KER160508	Kern County		CML-5961(002)	Shoulder Improvements	Near California City: California City Blvd from SR 58 to City Limits; surface unpaved shoulders	prior year	\$1,547,500	\$352,500	\$1,900,000
	Kern County				In Bakersfield: Petrol Rd from Airport Dr to Greenview Ln; shoulder improvements	16/17	\$159,354	\$20,646	\$180,000
	Kern County				Near Arvin: Edison Rd from SR 223 to SR 58; shoulder improvements	16/17	\$1,770,600	\$229,400	\$2,000,000
	Kern County				Near Wasco: Kimberlina Rd from Bell Rd to SR 43; shoulder improvements	16/17	\$1,505,010	\$194,990	\$1,700,000
	Kern County				Near Buttonwillow: 7th Standard Rd from Corn Camp Rd to Buttonwillow Dr; shoulder improvements	16/17	\$531,180	\$68,820	\$600,000
	Kern County				Near Buttonwillow: Corn Camp Rd from SR 58 to 7th Standard Rd; shoulder improvements	16/17	\$796,770	\$103,230	\$900,000
	Kern County				In Shafter: Shafter Ave from 7th Standard Rd to Riverside Rd; shoulder improvements	16/17	\$641,843	\$83,157	\$725,000
	Kern County				Near Bakersfield: Virginia Ave from Washington St to Mt Vernon Ave.; shoulder improvements	17/18	\$132,795	\$17,205	\$150,000
	Kern County				Near Mojave: Backus Rd from Tehachapi Willow Springs Road to SR 14; shoulder improvements	17/18	\$1,327,950	\$172,050	\$1,500,000
	Kern County				Near Bakersfield: Round Mtn Rd from 3.5 Miles East Of China Grade Loop to Choctaw Valley; shoulder improvements	17/18	\$1,186,302	\$153,698	\$1,340,000
	Kern County				In Rosamond: 90th St West from Avenue A to Rosamond Blvd; shoulder improvements	17/18	\$796,770	\$103,230	\$900,000
	Kern County				Near Tehachapi: Banducci Rd from Stallion Springs Dr to Pelliser Rd; shoulder improvements	17/18	\$354,120	\$45,880	\$400,000
	Delano				In Delano: Cecil Ave from Albany St to Melcher Rd; shoulder improvements	18/19	\$442,932	\$62,387	\$505,319
	Kern County				Near Tehachapi: Banducci Rd from Bear Valley Rd to Highline Rd; shoulder improvements	18/19	\$3,541,200	\$458,800	\$4,000,000
	Kern County				Near Rosamond: Rosamond Blvd from 170th St West to Tehachapi Willow Springs Rd; shoulder improvements	18/19	\$1,438,613	\$186,387	\$1,625,000

Grouping Category: Transit Program

Grouped Project for Operating Assistance to Transit Agencies

PIN	Agency	State ID	Fed ID	Project Title	Project Description	Program Year (FFY)	Federal Funds	State/ Local Funds	Total Project Cost
KER160802	Arvin			Operating Assistance FTA 5311	Operating Assistance	prior year	\$62,188	\$501,527	\$563,715
	California City					prior year	\$40,705	\$169,162	\$209,867
	McFarland					prior year	\$43,401	\$419,978	\$463,379
	Ridgecrest					prior year	\$87,869	\$1,363,401	\$1,451,270
	Shafter					prior year	\$55,562	\$284,222	\$339,784
	Taft					prior year	\$29,237	\$737,347	\$766,584
	Tehachapi					prior year	\$40,281	\$213,825	\$254,106
	Wasco					prior year	\$80,792	\$283,037	\$363,829
	Kern County					prior year	\$955,554	\$9,703,407	\$10,658,961

**Grouped Projects for Purchase of New Buses and Rail Cars to Replace Existing Vehicles
or for Minor Expansions of the Fleet**

PIN	Agency	State ID	Fed ID	Project Title	Project Description	Program Year (FFY)	Federal Funds	State/ Local Funds	Total Project Cost
KER160801	Various			Replacement Vehicles and Service Expansion Vehicles	Ridgecrest: Capital - Vehicle (Replacement):26-foot Bus 14/2 seating, GasolineTo replace VIN #1FDXE45565HB19368U/L met (136,392 miles; 9 yrs, 9 mos)	prior year	\$117,031	\$20,653	\$137,684
					Taft:Capital - Vehicle (Replacement):23-foot Bus 18/2 seating, GasolineTo replace VIN #1GBESV1G68F410623U/L met (157,662 miles; 6 yrs, 6 mos)	prior year	\$69,400	\$12,250	\$81,650
					Taft: Capital - Vehicle (Replacement):23-foot Bus 9/2 seating, GasolineTo replace VIN #1GBJG31K281233230U/L met (142,998 miles; 5 yrs, 11 mos)	prior year	\$69,400	\$12,250	\$81,650
					Kern County: Capital - Vehicle (Replacement):25-foot Bus 16/2 seating, GasolineTo replace VIN #1FDWE45F81HB03231U/L met (547,886 miles; 14 yrs, 4 mos)	prior year	\$100,725	\$17,775	\$118,500

Grouping Category: Recreational Trails Program

Grouped Projects for Bicycle and Pedestrian Facilities Non-Motorized

PIN	Agency	State ID	Project Title	Project Description	Program Year (FFY)	Federal Funds	State/ Local Funds	Total Project Cost
KER161002	California Trail User Coalition	RTM-15-016	Recreational Trails Non-motorized	Composition and printing of Temblors Area trail map.	prior year	\$26,884	\$3,666	\$30,550
	City of California City	RTM-15-019		Construct and furnish a 60 by 100 square foot visitor / information center – equipment shop in the Borax Bill Park staging area located in the California City OHV recreation area.	prior year	\$748,990	\$102,137	\$851,127
	Friends of Jawbone	RTM-15-024		Composition and printing of Friends of Jawbone Area trail map.	prior year	\$19,340	\$2,640	\$21,980
	Friends of Jawbone	RTM-15-025		Purchase the 36.97 acre Harts Place property in order to connect the Dove Springs OHV Open Area and the El Paso OHV Trail System and prevent the illegal OHV riding that occurs on Highway 14 between the two OHV areas.	prior year	\$110,000	\$15,000	\$125,000
	Friends of Jawbone	RTM-15-027		Perform signing and ground operations maintenance that will maintain the 1,100 miles of OHV trails across half million acres in the greater Jawbone Canyon areas of East Kern County.	prior year	\$807,195	\$110,072	\$917,267

Grouped Projects for Bicycle and Pedestrian Facilities - Motorized

PIN	Agency	State ID	Project Title	Project Description	Program Year (FFY)	Federal Funds	State/ Local Funds	Total Project Cost
KER161003	City of California City	RTM-15-018	Recreational Trails Motorized	Purchase a 10-wheel dump truck for maintenance of routes and maintenance of the Borax Bill Park staging area located in the California City OHV recreation area	prior year	\$57,200	\$7,800	\$65,000
	Friends of Jawbone	RTM-15-026		Purchase trail maintenance equipment that will be used to develop and maintain the 1,100 miles of OHV trails across half million acres in the greater Jawbone Canyon areas of East Kern County.	prior year	\$225,749	\$30,784	\$256,533

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APPENDIX K:

2017 Financial Table

TABLE 1: REVENUE

Kern Council of Governments
2017 Federal Transportation Improvement Program Adoption
(\$'s in 1,000)

Funding Source/Program		NOTES	4 YEAR (FTIP Cycle)				
			2016/17	2017/18	2018/19	2019/20	TOTAL
LOCAL	<i>Gas Tax (Subventions to Cities)</i>		\$7,063	\$4,572	\$1,472		\$13,107
	<i>Street Taxes and Developer Fees</i>		\$34,508	\$10,150	\$293,952		\$338,610
	Local Total		\$41,571	\$14,722	\$295,424		\$351,716
STATE	<i>SHOPP</i>		\$102,519	\$38,292	\$62,455	\$11,223	\$214,489
	<i>State Minor Program</i>						
	<i>STIP</i>		\$699	\$4,399	\$33,700		\$38,798
	<i>Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)</i>		\$70	\$76			\$87
	Active Transportation Program ¹		\$3,923	\$2,542	\$3,049		\$9,514
	Highway Maintenance (HM) Program ¹		\$10,692				\$10,692
	Highway Bridge Program (HBP) ¹		\$132		\$1,315		\$1,447
	Traffic Congestion Relief Program (TCRP)			\$1,491			\$1,491
State Total		\$117,975	\$46,800	\$100,519	\$11,223	\$276,518	
FEDERAL TRANSIT	5307/5340 - Urbanized Area Formula Grants		\$1,025	\$6,066			\$7,092
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities						
	5311 - Formula Grants for Rural Areas						
	5339 - Bus and Bus Facilities Formula Grants		\$234				\$234
	Federal Transit Total		\$1,259	\$6,066			\$7,325
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$9,854	\$10,045	\$10,231	\$10,443	\$40,573
	Corridor Infrastructure Improvement Program		\$47,531				\$47,531
	High Priority Projects (HPP) and Demo		\$400	\$22,362			\$22,762
	Highway Safety Improvement Program (HSIP)		\$4,029	\$1,082			\$5,111
	Projects of National/Regional Significance		\$3,441		\$14,556		\$17,997
	Railway-Highway Crossings						
	Recreational Trails Program						
	SAFETEA-LU Safe Routes to School (SRTS)						
	Surface Transportation Block Grant Program (STBGP/RSTP)		\$11,085	\$11,518	\$11,938	\$12,422	\$46,963
	Federal Highway Total		\$76,340	\$45,006	\$36,726	\$22,865	\$180,937
Federal Total		\$77,599	\$51,073	\$36,726	\$22,865	\$188,262	
REVENUE TOTAL		\$237,145	\$112,595	\$432,669	\$34,088	\$816,496	

Financial Summary Notes:

¹ State Programs that include both state and federal funds.

² STIP includes IIP and other County RIP for projects that are jointly funded by Caltrans, Inyo County, and Mono County

TABLE 2: PROGRAMMED

Kern Council of Governments 2017 Federal Transportation Improvement Program Adoption (\$'s in 1,000)

Funding Source/Program		NOTES	4 YEAR (FTIP Cycle)				
			2016/17	2017/18	2018/19	2019/20	TOTAL
LOCAL	Local Total		\$41,571	\$14,722	\$295,424		\$351,716
STATE	SHOPP		\$102,519	\$38,292	\$62,455	\$11,223	\$214,489
	State Minor Program						
	STIP		\$699	\$4,399	\$33,700		\$38,798
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)		\$10	\$76			\$87
	Active Transportation Program ¹		\$3,923	\$2,542	\$3,049		\$9,514
	Highway Maintenance (HM) Program ¹		\$10,692				\$10,692
	Highway Bridge Program (HBP) ¹		\$132		\$1,315		\$1,447
	Traffic Congestion Relief Program (TCRP)			\$1,491			\$1,491
	State Total		\$117,975	\$46,800	\$100,519	\$11,223	\$276,518
FEDERAL TRANSIT	5307/5340 - Urbanized Area Formula Grants		\$1,025	\$6,066			\$7,092
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities						
	5311 - Formula Grants for Rural Areas						
	5339 - Bus and Bus Facilities Formula Grants		\$234				\$234
	Federal Transit Total		\$1,259	\$6,066			\$7,325
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$9,854	\$8,845	\$8,465		\$27,164
	Corridor Infrastructure Improvement Program		\$47,531				\$47,531
	High Priority Projects (HPP) and Demo		\$400	\$22,362			\$22,762
	Highway Safety Improvement Program (HSIP)		\$4,029	\$1,082			\$5,111
	Projects of National/Regional Significance		\$3,441		\$14,556		\$17,997
	Railway-Highway Crossings						
	Recreational Trails Program						
	SAFETEA-LU Safe Routes to School (SRTS)						
	Surface Transportation Block Grant Program (STBGP/RSTP)		\$10,365	\$10,365			\$20,730
	Federal Highway Total		\$75,621	\$42,654	\$23,022		\$141,296
	Federal Total		\$76,880	\$48,720	\$23,022		\$148,622
PROGRAMMED TOTAL			\$236,425	\$110,242	\$418,965	\$11,223	\$776,856

Financial Summary Notes:

¹ State Programs that include both state and federal funds.

² STIP includes IIP and other County RIP for projects that are jointly funded by Caltrans, Inyo County, and Mono County

TABLE 3: REVENUE-PROGRAMMED

Kern Council of Governments
2017 Federal Transportation Improvement Program Adoption
 (\$'s in 1,000)

Funding Source/Program		4 YEAR (FTIP Cycle)				
		2016/17	2017/18	2018/19	2019/20	TOTAL
LOCAL	Local Total					
	<i>SHOPP</i> <i>State Minor Program</i> <i>STIP</i> <i>Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)</i> Active Transportation Program ¹ Highway Maintenance (HM) Program ¹ Highway Bridge Program (HBP) ¹ Traffic Congestion Relief Program (TCRP)					
STATE	State Total					
	5307/5340 - Urbanized Area Formula Grants 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities 5311 - Formula Grants for Rural Areas 5339 - Bus and Bus Facilities Formula Grants					
FEDERAL TRANSIT	Federal Transit Total					
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$1,199	\$1,766	\$10,443	\$13,408
	Corridor Infrastructure Improvement Program					
	High Priority Projects (HPP) and Demo					
	Highway Safety Improvement Program (HSIP)					
	Projects of National/Regional Significance					
	Railway-Highway Crossings					
	Recreational Trails Program					
	SAFETEA-LU Safe Routes to School (SRTS)					
	Surface Transportation Block Grant Program (STBGP/RSTP)	\$720	\$1,153	\$11,938	\$12,422	\$26,233
	Federal Highway Total	\$720	\$2,352	\$13,704	\$22,865	\$39,641
Federal Total		\$720	\$2,352	\$13,704	\$22,865	\$39,641
REVENUE - PROGRAM TOTAL		\$720	\$2,352	\$13,704	\$22,865	\$39,641