AGENDA
KERN COUNCIL OF GOVERNMENTS

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

THURSDAY
February 20, 2020
6:30 P.M.

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

I. ROLL CALL: Gurrola, B. Smith, Lessenevitch, Vallejo, Crump, Cantu, Mower, Alvarado, Krier, P. Smith, Reyna, Couch, Scrivner

Congestion Management Agency Ex-Officio Members: Kiernan, Green, Miller, Parra

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

Disabled individuals who need special assistance to attend or participate in a meeting of the Kern Council of Governments may request assistance at 1401 19th Street Suite 300; Bakersfield CA 93301 or by calling (661) 635-2900. Every effort will be made to reasonably accommodate individuals with disabilities by making meeting materials available in alternative formats. Requests for assistance should be made at least three (3) working days in advance whenever possible.

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

A. Approval of Minutes – January 16, 2020

B. Response to Public Comments

C. Draft FY 2020-21 Overall Work Program (Montalvo)

Comment: Presenting Kern COG’s DRAFT 2020-21 Overall Work Program for review and solicit eligible projects for possible inclusion.

Action: Information

D. Regional Planning Advisory Committee By-Laws Update (Napier)

Comment: Amend the Regional Planning Advisory Committee (RPAC) By-Laws to add one permanent voting member for the Tejon Indian Tribe and amend Article VI. Meetings, Section 3 as it relates to what constitutes a quorum. County Counsel has reviewed this item.

Action: Approve the RPAC By-Laws Update. VOICE VOTE.
E. **Program Supplement Agreement – Rideshare Program** (Campbell)

**Comment:** Pursuant to Kern COG policy, the Board shall review and approve grant-funding agreements. On February 5, 2020, staff received from Caltrans Program Supplement Agreement No. F-040 for $190,960 to implement a transportation demand management and rideshare program.

**Action:** Approve Program Supplement Agreement, and authorize Chair to sign Agreement and Resolution No. 20-04. ROLL CALL VOTE.

F. **Agreement for Payment of Shared Cost for Aerial Imagery** (Heimer)

**Comment:** The City of Bakersfield (Bakersfield), County of Kern (County) and Kern Council of Governments (Kern COG) have negotiated an agreement to purchase aerial photography. Under the agreement, Kern COG will reimburse Bakersfield $59,485 for county-wide photography.

**Action:** Authorize the Chair to sign the Agreement for Payment of Shared Cost for Aerial Imagery between the City of Bakersfield, the County of Kern and Kern Council of Governments.

G. **Agreement for Safety-Related Hazard and Obstruction Removal on State Highways** (Napier)

**Comment:** Consideration of a Memorandum of Agreement between Kern Council of Governments, acting as the Kern Motorist Aid Authority, and the County of Kern for safety-related hazard and obstruction removal on state highways within Kern county in the amount of $50,000. This item has been reviewed by County Counsel.

**Action:** Approve the Memorandum of Agreement between Kern Council of Governments, acting as the Kern Motorist Aid Authority, and the County of Kern and authorize the Chair to execute the Agreement. VOICE VOTE.

H. **Local Clearinghouse:** (None)

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

IV. TRANSPORTATION AUTHORITY: (None)

V. CONGESTION MANAGEMENT AGENCY: (None)

VI. KERN MOTORIST AID AUTHORITY: (None)

VII. MEETING REPORTS: (None)

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

   A. Warrant Register
   B. Timeline

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

X. CLOSED SESSION: NONE

XI. ADJOURNMENT: NEXT MEETING – The next scheduled meeting will be March 19, 2020.
The meeting was called to order by Chairman Smith at 7:12 p.m.

I. ROLL CALL:
   Members Present: Crump, P. Smith, B. Smith, Krier, Reyna, Gurrola, Mower, Alvarado,
   Congestion Management Agency Ex-Officio Members: Kiernan, Green, Gordon, Parra
   Members Absent: Cantu, Lessenevitch, Vallejo, Couch, Scrivner
   Others: John Spaulding, John Pallares, Karen King, Christine Knadler, Greg Garrett, Jay Schlosser, Troy Hightower
   Staff: Ahron Hakimi, Rob Ball, Becky Napier, Veronica McCulloch, Bob Snoddy, Rochelle Invina, Raquel Pacheco, Linda Urata

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   Chairman Smith asked for public comments.

   Troy Hightower representing the Kern Transportation Foundation (KTF) stated that KTF is hosting a guided tour of the Port of Long Beach on February 5. Includes a bus to the Port, a guided tour, transportation back to Bakersfield. Tickets are $60 per person with breakfast and snacks included.

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

   A. Approval of Minutes – November 21, 2019
   B. Response to Public Comments
   C. FY 2018-19 Kern Council of Governments Financial and Compliance Audit Reports (Palomo)

      Comment: Pursuant to California Government Code Section 6505, Kern COG must provide for an annual financial and compliance audit report by a qualified independent auditor. Kern COG retained the firm of Brown Armstrong to render the applicable audit services and issue reports for the year ended June 30, 2019.

      Action: Accept and file reports. (VOICE VOTE)
D. **Kern COG's 2019 Regional Award of Merit Ceremony** (Napier)

*Comment:* Announcement of the 2019 Regional Award of Merit recipients.

*Action:* Information.

E. **Contract Between Kern COG and University of California, Davis Sustainable Freight Research Center, Institute of Transportation Studies** (Urata)

*Comment:* The Sustainable Freight Research Center, Institute of Transportation Studies at UC Davis will receive up to $213,000 over 18 months to evaluate qualitatively and quantitatively, different zero emission and near zero emission fuel and vehicle technologies that could be implemented in the San Joaquin Valley along the Interstate 5 (I-5) and other important corridors. The I-5 Freight Zero Emission Route Operations (Zero) Pilot Study will include a small-scale implementation and result in a large-scale pilot study concept document. County Counsel has approved the contract as to form.

*Action:* Approve Contract between Kern council of Governments and University of California, Davis and authorize chair to sign. VOICE VOTE.

F. **Purchase of Network Switches** (Heimer)

*Comment:* Kern Council of Governments will purchase four (4) Juniper network switches from Sentinel Engineering (SENTINEL) to replace outdated network switches. Kern COG will pay SENTINEL $29,900.63 for acquisition of four network switches.

*Action:* Authorize Executive Director to purchase equipment. VOICE VOTE.

G. **Local Clearinghouse:** (None)

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

MOTION BY DIRECTOR GURROLA, SECOND BY DIRECTOR P. SMITH TO APPROVE THE CONSENT CALENDAR, MOTION CARRIED WITH A ROLL CALL VOTE.

IV. **TRANSPORTATION AUTHORITY:** (None)

V. **CONGESTION MANAGEMENT AGENCY:** (None)

VI. **KERN MOTORIST AID AUTHORITY:** (None)

VII. **MEETING REPORTS:** (None)

VIII. **EXECUTIVE DIRECTOR’S REPORT:**

Mr. Hakimi provided the following information to the Board:

- 2019 Regional Awards Ceremony – March 5 at Seven Oaks Country Club – Get Reservations Early – Over 110 RSVPs to date
- March 10 & 11, 2020 – Valley Vice Trip to Sacramento
- March 25 & 26 – California Transportation Commission Meeting in Santa Barbara
- January 27, Kern County Association of Cities meeting in Maricopa
IX. MEMBER STATEMENTS: (None)

X. CLOSED SESSION: (None)

XI. ADJOURNMENT: Seeing no other comments the meeting adjourned at 7:20 p.m. NEXT MEETING – February 20, 2020

Respectfully submitted,

ATTEST:  

Ahron Hakimi, Executive Director

______________________________

Bob Smith, Chairman

DATE: _________________________
February 20, 2020

TO: Kern Council of Governments

FROM: Ahron Hakimi
Executive Director

BY: Fasika Montalvo
Administrative Assistant

SUBJECT: KERN COUNCIL OF GOVERNMENTS CONSENT AGENDA ITEM III. C.
Draft FY 2020-21 Overall Work Program

DESCRIPTION:

Presenting Kern COG’s DRAFT 2020-21 Overall Work Program for review and solicit eligible projects for possible inclusion.

DISCUSSION:

The Overall Work Program (OWP) is an annual administrative document developed to meet state and federal guidelines. Projects requested by local, state and federal agencies that address regional issues and concerns are included in order to provide a comprehensive overview of the annual Kern COG program. Project scope is limited by available funding.

Agencies are encouraged to submit appropriate projects to Kern COG staff for possible inclusion in the FY 2020-21 Overall Work Program. These proposals may include but are not limited to:

- Freight and rail studies;
- Corridor or interchange studies;
- Transit studies or plans; and
- Requests for technical assistance.

Eligible projects will be included in the Draft Overall Work Program that will be presented to Kern COG’s Board in draft, preliminary and final forms between February and May 2020.

ACTION:

Information
2020-2021 OVERALL WORK PROGRAM

Kern Council of Governments

Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, California 93301
www.kernccg.org
661-635-2900
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: Bob Smith
Vice Chairman: Zack Scrivner
Executive Director: Ahron Hakimi

City of Arvin
Jose Gurrola

City of California City
Nicholas Lessenevitch

City of Maricopa
John Crump

City of Ridgecrest
Michael R. Mower

City of Taft
Orchel Krier

City of Wasco
Gilberio Reyna

County of Kern
David Couch

Military Joint Planning Policy Board
District Scott Kiernan

Golden Empire Transit
Cindy Parra

Caltrans District 6
Laura Gordon

Caltrans District 9
Brent Green
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I. INTRODUCTION

General

Kern County covers 8,161 square miles at the southern end of California’s San Joaquin Valley, ranging west to the southern slope of the Coast Ranges and east beyond the southern slope of the eastern Sierra Nevada into the Mojave Desert. The population was 874,264 in 2015, making it the 11th most populous county in the state. The county's economy is heavily linked to agriculture and to petroleum extraction along with a strong aviation, space and military presence, such as Edwards Air Force Base and China Lake Naval Air Weapons Station.

Kern Council of Governments' (Kern COG’s) areawide planning program is a continuous, comprehensive and coordinated process involving Kern COG member agencies as well as tribal governments and various state and federal agencies. The program is designed to address regional planning concerns, state and federal funding priorities and state and local comprehensive planning requirements.

Kern COG’s Joint Powers Agreement states that Kern COG was established to:

- Provide a forum to discuss and study regional problems of mutual concern to governmental agencies in Kern County;
- Provide for efficiency and economy in governmental operations through the cooperation of member governments and the pooling of common resources;
- Establish an agency responsible for identifying, clarifying and planning for solutions to regional problems;
- Establish an agency capable of developing regional plans and policies and performing area wide planning duties; and
- Facilitate cooperation and agreement among local government bodies for specific projects, interrelated developmental action and the adoption of common policies with respect to issues and problems that are shared by its members.

Transportation Planning Approach

Transportation planning within the Kern region is a continuous, comprehensive and cooperative process designed to meet state and federal planning guidelines. Kern COG has been involved in transportation planning since its inception in 1970.

The Fixing America's Surface Transportation (FAST) Act:
Encourages and promotes the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes.

Environmental Justice, addressed in Title VI of the 1964 Civil Rights Act, and later reinforced by Executive Order 12898 in 1994, helps to ensure nondiscrimination in federally funded activities.

Also Executive Order 13175--Consultation and Coordination with Indian Tribal Governments helps "to establish regular and meaningful consultation and collaboration with tribal officials."

SB 45 requires that the California Department of Transportation prepare a State Transportation Improvement Program (STIP). State regulations require that the Regional Transportation Plan (RTP) include a transportation system management element that describes how the region intends to guide the movement of goods and people by improving the operation of the transportation system. Kern COG must prepare and adopt a Regional Transportation Improvement Program (RTIP).

**Agency Organizational Structure and Interagency Arrangements**

Kern COG was created in response to the need for a coordinated approach to addressing multi-jurisdictional issues, such as land use, housing, energy, air quality, water quality, transportation, as well as community and economic development. These issues cross jurisdictional boundaries. The regional approach offered by Kern COG provides the comprehensive planning and intergovernmental coordination necessary to address such complex issues.

An important element of the transportation planning process is the development of transportation policy. Transportation policy is set by the COG Board and is based on technical and policy advice from the following committees:

- Transportation Planning Policy Committee (TPPC)
- Transportation Technical Advisory Committee (TTAC)
- Social Service Transportation Advisory Committee (SSTAC)
- Transit Operators Committee (TOC)
- Regional Planning Advisory Committee (RPAC)
- Transportation Modeling Committee (TMC)

A discussion of each committee may be found at [www.kerncog.org](http://www.kerncog.org).

The 11 incorporated cities and the County of Kern coordinate and cooperate among each other, as well as with other local special district agencies, Kern COG and affected
agencies of the state and federal governments. Cooperation in developing general and specific plans is ensured by the joint powers agreement establishing Kern COG. Kern COG members from each jurisdiction are a link between Kern COG staff and the chief administrative officer of each jurisdiction. City and county staff participate fully in functional planning that affects their jurisdiction. Involvement of local staffs in planning projects helps ensure an orderly transition from plan to implementation.

To improve intergovernmental coordination, Kern COG has entered into myriad of memorandums of understanding and other cooperative agreements that specify responsibilities of each party, including: the other seven San Joaquin Valley metropolitan planning organizations; San Luis Obispo Council of Governments; Inyo County Local Transportation Commission; Mono County Local Transportation Commission; Southern California Association of Governments and San Bernardino Associated Governments.

**Native American Tribal Governments**

Kern COG staff has reached out to the Tejon Tribe verbally and in writing requesting a government-to-government meeting at the Tribes convenience. In addition, Kern COG provided a draft government-to-government agreement to better facilitate the interaction between the two government organizations.

In an attempt to expedite the process, Kern COG staff attended the monthly meeting of the Greater Lamont Chamber of Commerce in November 2017, when the Tejon Indian Tribe made a presentation about the history of the Tribe including the current goals. Healthcare, education, and housing are top priorities for the leadership of the Tejon Tribe. Their goal is to be entirely self-reliant as a community. They do not want to depend on the state or county to provide a service that they as a Tribe now have the opportunity to create, maintain and sustain.

**Public Participation**

Kern COG's public participation process is designed to encourage both individual and organizational participation in the comprehensive planning process. Early consultation during the planning process is a key element in the development and implementation of an effective regional plan.

Kern COG has agreements with several community-based organizations to encourage participation in the planning process. The Golden Empire Transit District, Consolidated Transportation Service Agency, Social Services Technical Advisory Committee and the Kern Transportation Foundation, for example, were created to address transportation issues and funding options and to educate the community. Kern COG staff serves on these committees.

Consultation in Kern COG's plan development process requires continual communication with Disadvantaged, Environmental Justice and Title VI communities. The multi-district county and geographic separation of communities creates difficulty in fostering public
participation. Despite the hurdles, staff is dedicated to encouraging public participation at every level of project development.

Expanded outreach to nontraditional groups, such as minority and low-income populations (i.e. African-American, Latino, Asian-American, American Indian/Alaskan Native, and Pacific Islander), is a cornerstone of Kern COG’s mission. This expanded effort includes many advertising efforts, including newspaper display ads; direct mailings and phone and electronic correspondence.

Faced with geographical and district boundary hurdles, a dual level public participation program has been developed. The communication needs of special interest groups, media, communities, department of transportation districts and air districts are tailored for each geographic area of the region. Kern COG encourages participation from all interested parties, seeks participation from underserved communities and furnishes appropriate auxiliary aids and services when necessary to afford individuals with special needs an equal opportunity for participation.

Kern COG's public participation program, documented in a Council adopted policy statement, is periodically reviewed and updated and may be found at http://www.kerncog.org/publications/policies-and-procedures

To get involved in the public participation process, contact Kern COG at 1401 19th Street, Suite 300; Bakersfield, CA 93301. Phone: (661) 635-2900 Fax: (661) 324-8215 E-mail: ahakimi@kerncog.org; Home Page: kerncog.org.

**Progress Made Toward Implementing the RTP and TIP**

The core of this OWP effort is the development of the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP). This OWP governs a comprehensive, cooperative, and continuing process as required for initiatives to be eligible for federal transportation funding. This year is the first year of the continuing process for the 4 year RTP cycle and the 2 year TIP. Both processes allow for periodic amendments as needed. The cooperative nature of these documents include an ongoing and continuing public outreach process that begins shortly after adoption of the previous RTP and TIP. In addition, the process includes a comprehensive approach that includes an increasingly more sophisticated and integrated performance monitoring process.
II. LOCAL, STATE AND FEDERAL DESIGNATIONS

Regional Transportation Planning Agency

Pursuant to state law, Kern COG is the designated Regional Transportation Planning Agency (RTPA) for the Kern region. Acting in this capacity, Kern COG is responsible for adopting a regional transportation plan and a regional transportation improvement program.

Metropolitan Planning Organization

As the federally designated Metropolitan Planning Organization (MPO), Kern COG is a forum for cooperative transportation decision-making. Kern COG receives state and federal transportation funds to accomplish regional transportation planning objectives through the activities detailed in the Overall Work Program (OWP).

Transportation Management Area

The Fixing America's Surface Transportation (FAST) Act designates urbanized areas (as defined by the Bureau of the Census) with populations of over 200,000 as Transportation Management Areas (TMAs). Kern COG is the TMA responsible for designing a congestion management system that provides for effective management and operation of new and existing transportation facilities through the use of travel demand reduction and operational management strategies.

Area-wide Planning Organization

In accordance with federal law, Kern COG is designated the Areawide Planning Organization (APO) for the Kern region. The Department of Housing and Urban Development (HUD) requires that an APO develop and maintain areawide land use, housing and open space plans.

Local Clearinghouse

In accordance with Executive Order 12372, Kern COG is designated the Local Clearinghouse for the Kern region. Kern COG’s primary responsibility is to review and comment on local applications for state and federal funding assistance.

Affiliate Data Center

The California Department of Finance has designated Kern COG as the Affiliate State Census Data Center for the Kern region. Kern COG provides assistance to census data users, maintains a publicly accessible collection of Census Bureau reference and determines the need for census workshops within Kern region.
Home Mortgage Disclosure Depository

The Federal Reserve Board has designated Kern COG as the central depository for bank mortgage residential loan reports. Kern COG is required to provide public access to the Home Mortgage Disclosure Act information.

Kern County Transportation Authority

On May 31, 1988, the Kern County Board of Supervisors by Resolution No. 88-466 appointed Kern COG as the Local Transportation Authority, in accordance with Division 19 of the Public Utilities Code (Section 180000 et seq.). Prior to a sales tax initiative for transportation projects being placed on a ballot, Kern COG is to adopt an ordinance that outlines an expenditure plan of transportation projects and a proposed increase in transactions and use taxes.

Kern Motorist Aid Authority

In accordance with Sections 2550, et seq. of the California Streets and Highways Code, the County of Kern and the incorporated cities, the Kern Motorist Aid Authority (KMAA) was created on May 19, 1988. KMAA is authorized to finance, implement, operate and maintain a motorist aid system and other services in coordination with the California Department of Transportation and the California Highway Patrol.

Kern Congestion Management Agency

Pursuant to California Government Code Section 65089(a), Kern COG is the designated the Congestion Management Agency (CMA).
III. PROGRAMS, PROCESSES AND PLANS

Disadvantaged Business Enterprises

The FAST Act maintains the Disadvantaged Business Enterprises (DBE) program, designed to ensure equal opportunity in transportation contracting markets and to address the effects of discrimination in transportation contracting. The program establishes a flexible goal for the participation of disadvantaged business enterprises, including small firms owned and controlled by women and minorities.

Regional Plans

A list of and web link for the major transportation documents that are developed and adopted by Kern COG follows:

Regional Transportation Plan (RTP)
http://www.kerncog.org/regional-transportation-plan

Regional Transportation Improvement Plan (RTIP)
http://www.kerncog.org/regional-transportation-improvement-program

Federal Transportation Improvement Program (FTIP)
http://www.kerncog.org/federal-transportation-improvement-program

Congestion Management Program (CMP)
Part of RTP

Regional Housing Allocation Plan
http://www.kerncog.org/regional-housing

Other Transportation-Related Planning Reports and Documents
http://www.kerncog.org/publications

Certification Process and Criteria

Pursuant to joint urban transportation planning regulations published in the United States Federal Register on October 28, 1993, Kern COG is required to certify that its planning process is executed in conformance with all applicable federal requirements. Based on the certification review conducted by FHWA and FTA in June 2019, the Kern COG transportation planning process is certified as meeting transportation planning requirements.
IV. FEDERAL PLANNING FACTORS, CALIFORNIA EMPHASIS AREAS AND REGIONAL PLANNING PRIORITIES

With the renewed focus on transportation planning brought about by the FAST Act, Federal Highway Administration (FHWA) and Federal Transit Administration’s (FTA) Offices of Planning are jointly issuing Planning Factors. The Core Planning Functions for Federal FY 2019-20 include the following:

Core Planning Functions

MPOs are reminded that their Overall Work Programs (OWP) must identify the Core Planning Functions and what work will be done during the program year to advance those functions. The Core Functions typically include:

- Overall Work Program
- Public Participation and Education
- Regional Transportation Plan
- Federal Transportation Improvement Program
- Congestion Management Process (required for TMAs)
- Annual Listing of Projects

The Fixing America’s Surface Transportation (FAST) Act legislation provided metropolitan transportation planning program funding for the integration of transportation planning processes in the MPA (i.e. rail, airports, seaports, intermodal facilities, public highways and transit, bicycle and pedestrian, etc.) into a unified metropolitan transportation planning process, culminating in the preparation of a multimodal transportation plan for the MPA. FHWA and FTA request that all Metropolitan Planning Organizations (MPOs) review the Overall Work Plan (OWP) development process to ensure all activities and products mandated by the metropolitan transportation planning regulations in 23 CFR 450 are a priority for FHWA and FTA combined planning grant funding available to the region. The MPO OWP work elements and subsequent work tasks must be developed in sufficient detail (i.e. activity description, products, schedule, cost, etc.) to clearly explain the purpose and results of the work to be accomplished, including how they support the Federal transportation planning process (see 23 CFR 420.111 for documentation requirements for FHWA Planning funds).

Performance Management

Since FAST Act was passed in 2015, Caltrans and most of California’s MPOs have developed performance measures that inform their Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs). The objective of the performance- and outcome-based program is for states and MPOs to invest resources in projects that collectively will make progress toward the achievement of the national goals. The FAST Act requires the DOT, in
consultation with states, metropolitan planning organizations (MPOs), and other stakeholders, to establish performance measures in the areas listed below:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System reliability** - To improve the efficiency of the surface transportation system
- **Freight movement and economic vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets and support regional economic development.
- **Environmental sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced project delivery delays** - To reduce project costs, promote jobs and the economy and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Although the final rulemaking is not yet completed, the FHWA and FTA want each MPO to explicitly identify their process for determining performance targets and measures within their Overall Work Programs for FY 2017.

**State of Good Repair**

MPOs are required to evaluate their transportation system to assess the capital investment needed to maintain a state of good repair for the region's transportation facilities and equipment. MPOs shall coordinate with the transit providers in their region to incorporate the Transit Asset Management Plans (TAMs) prepared by the transit providers into the Region Transportation Plan (RTP). Analysis of State of Good Repair needs and investments shall be part of any RTP update, and must be included in the Overall Work Program task for developing the Regional Transportation Plan. MPOs are expected to regularly coordinate with transit operators to evaluate current information on the state of transit assets; to understand the transit operators transit asset management plans; and to ensure that the transit operators are continually providing transit asset information to support the MPO planning process.
V. WORK ELEMENT
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Recognition of the vital relationship between the environment and all living things has triggered planning and environmental concerns. A special emphasis has been placed on air quality and the problems of pollution control. Air and water quality must be protected. Land uses are related to every human activity and are intricately interwoven with environmental issues. Identifying and analyzing problems, which adversely affect the environment, and developing solutions to mitigate causes, is a part of the comprehensive planning process.

Conservation of natural resources is as important to the Kern region as it is to the rest of the world. This issue is recognized as a critical element in the planning process.
Purpose & Goal*
Maintain an active planning program to reduce transportation emissions and improve regional air quality through transportation system management.

*Meets the following California Planning Emphasis Areas: Core Planning Functions and Performance Management.

Previous Work
1. Conformity analyses for Regional Transportation Plan and Federal Transportation Improvement Program since 1990;
2. Transportation/air quality consultation procedures updates;
3. Use of EMFAC emissions modeling;
4. Development of latest planning assumptions for conformity; and
5. Identification and tracking of transportation system management strategies.
6. Performing PM2.5 and PM10 hot-spot assessment for member agencies.

Study Design (Tasks and Responsible Agencies)
1. Administer Air Quality Modeling/Transportation Management Program;
2. Coordinate activities and provide staff support for transportation air quality, as required for the Air Quality Attainment Plans in Kern County;
3. Participate with SJVAPCD/Kern APCD in preparing transportation components of the State Implementation Plan (SIP);
4. Maintain a conformity program for transportation plans, programs, and projects with the State Implementation Plan (SIP), as required by the Federal Clean Air Act Amendments of 1990;
5. Monitor and implement federal air quality regulations;
6. Monitor transportation/air quality programs to determine needs for transportation and air quality modeling;
7. Review plans and programs for conformity with state and federal clean air acts, conduct necessary modeling, and maintain data and documentation;
8. Assist air districts in developing mobile source emission inventories;
9. Attend interregional model coordinating meetings and statewide air quality meetings;
10. Participate in air quality working groups as required;
11. Provide modeling of transportation programs, plans, and projects; and
12. Meet and consult with various agencies during updates of EMFAC, CUBE, and other modeling software.

End Products (Schedule)
1. Air Quality Conformity Analysis for plans, programs and amendments. (quarterly) ($12,000).
2. RTP/FTIP, document updates and associated conformity analyses and determinations. (quarterly, even-numbered years) ($12,000).
3. Conformity SIP program. (quarterly as required by Air District schedules) ($8,783).

Revenue Budget

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Purpose & Goal*
Review local government agency environmental documents to convey regional planning impacts pertaining to discretionary development projects requiring general plan amendments and/or zone changes, general plan updates and other master plan updates. Monitor ongoing Kern County Groundwater Committee programs as well as the Kern Integrated Regional Water Management Plan (IRWMP) and its relationship with the Regional Transportation Plan/Sustainable Communities Strategy.

*Meets the following California Planning Emphasis Areas: Performance Management.

Previous Work
1. Review and comment on regional projects’ environmental documents that impact the Regional Transportation Plan/Sustainable Communities Strategy;
2. Develop response letter for Local Agency Formation Commission inquiries;
3. Develop response letter for regional projects’ environmental documents;
4. Integrated Regional Water Management Plans;
5. Water quality monitoring integration in the 2018 Regional Transportation Plan/Sustainable Communities Strategy; and
6. Monitor the American Farmland Trust “Saving Farmland, Growing Cities” program.

Study Design (Tasks & Responsible Agency)
1. Review and comment on Local Agency Formation Commission inquiries;
2. Review and comment on regionally significant environmental documents;
3. Monitor Kern County Groundwater Committee and Integrated Regional Water Management Plans;
4. Maintain Kern COG’s repository of southern San Joaquin Valley region water quality studies and documents;
5. Participate in Southern California Water Committee, Inc. activities as applicable.

End Products (Schedule)
1. Review letters responding to Local Agency Formation Commission inquiries ($15,000) (monthly).
2. Review letters responding to regionally significant environmental documents ($15,000) (monthly).
3. Document water quality monitoring activities and report to the Board of Directors as needed (quarterly) ($8,859).
### Revenue Budget

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Development of communities that are compact, energy efficient and designed to reduce air and noise pollution, pose problems for both government agencies and development interests. Land management and livable community concepts address many of these issues and contribute to a new perspective on housing and land use as they relate to the environment and quality of life in the Kern region. Development of a Complete Streets Policy Guide would be beneficial to Kern COG member agencies (please see Work Element 608.1 previous work completed).
Purpose & Goal*
To prepare and consolidate a comprehensive community and environmental planning inventory and quickly identify environmental factors in plans, programs, and studies through Geographic Information Systems (GIS).

*Meets the following California Planning Emphasis Areas: Core Planning Functions.

Previous Work
1. San Joaquin Valley Regional GIS Standards Project;
2. Kern Geographic Information Network (Kern GEONET) MOU;
3. Kern GEONET Work Plan;
4. Kern COG GIS Program;
5. Valleywide GIS Project;
6. Kern GEODATA Catalog;
7. Kern County Street Centerline File Project;
8. Kern Master Environmental Assessment Resources (MEAR);
9. Kern Airport Safety Zones;
10. Kern Blueprint Subregional Planning Areas; and
11. Disadvantaged Communities Mapping.

Study Design (Tasks & Responsible Agency)
1. Identify, compile and maintain environmental map data in a single database;
2. Provide assistance to the Geographic Information Advisory Committee;
3. Compile local jurisdictions’ general plan information for land-use modeling;
4. Continued maintenance of Enterprise GIS database;
5. Provide assistance in updating the traffic demand model; and
6. Update Disadvantaged Communities Mapping.

End Products (Schedule)
1. Update agency GIS data holdings. (monthly).
2. Update internal GIS system to host data for online maps for RTP data review. (June 2020) ($100,000).
3. Use general plan land-use information from member agencies for land-use modeling inputs (June 2020) ($100,000).

Revenue Budget

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Kern Council of Governments
OVERALL WORK PROGRAM – FY 2020/2021
Work Element # 201.2 – MAPPING SERVICES AND TECHNICAL SUPPORT

Purpose & Goal
To collaborate and coordinate on comprehensive mapping projects, aerial imagery, services, training and technical support among local agencies and other entities as needed to enhance transportation planning and security while eliminating overlapping purchases and services.

*Meets the following California Planning Emphasis Areas: Core Planning Functions and Performance Management.

Previous Work
1. Maricopa mapping project;
2. Kern Geographic Information Network (Kern GEONET) MOU;
3. Kern multi-agency aerial imagery project;
4. Kern GEONET work plan;
5. Valleywide GIS project;
6. Kern County Street Centerline project;
7. Wasco, Shafter, and Ridgecrest mapping agreements;
8. Eastern Kern Resource Conservation District project;
9. Kern County Water Agency project; and
10. Special district and community mapping services.
11. Catalog mapping information for public use airports. (November 2015)
13. Kern GEONET multi-agency budget;
14. Kern multi-agency aerial imagery memorandum of understanding;
15. Shared Kern County imagery server;
16. Archive historical imagery for Kern County.

Study Design (Tasks & Responsible Agency)
1. Participate in and provide input on local, statewide and federal GIS coordination;
2. Coordinate with local emergency response agencies and public transportation providers for transportation security;
3. Develop and support mapping agreements with member agencies;
4. Generate maps in response to community/public requests;
5. Coordinate the Kern Geographic Information Network (Kern GEONET);
6. Assist in identifying natural hazard and security mapping.
7. Provide oversight and coordinate partnership activity for multi-agency imagery;
8. Distribute current and historical aerial imagery.

End Products (Schedule)
1. Member agency mapping service agreements (quarterly) ($25,000).
2. Online member agency mapping application (monthly) ($25,000).
3. Coordinate distribution of 2020 and older aerial imagery to member agencies and other interested parties (ongoing) ($5,000)
4. Enhance historical imagery for use with modern mapping software (ongoing) ($34,650).

### Revenue Budget

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Purpose & Goal*
To position Kern COG and its member agencies to meet the federal and state goals and objectives for environmental sustainability by demonstrating how new community design concepts and transit contribute to improving communities through an active and participatory planning process.

*Meets the following California Planning Emphasis Areas: Core Planning Functions and Performance Management.

Previous Work
1. Established Kern Climate Change Task Force (KCCTF) (Oct. 2008); and
2. Kern Climate Change Summit (Feb. 2009).
3. Participated in the CARB-prescribed SB 375 implementation process;
4. Propose climate change target to California Air Resources Board. (2009)
5. Analysis of Impediments to fair housing choices;
6. Visualizations for member agencies, transit centers, and transit-oriented development (TOD).
7. Housing Needs Data for the RTP/Sustainable Community Strategy, which coordinates land use with transit investments.
8. Identify transit centers in 2015 Metropolitan Bakersfield Transit Center Study.

Study Design (Tasks & Responsible Agency)
1. Prepare the planning and programming structure to meet targets;
2. Coordinate with other San Joaquin Valley Counties/MPOs on meeting targets;
3. Track and provide comments on regulatory changes (SB375 - 2008; AB32 -2006; SB150 - 2017; AB2 - 2017; AB101 - 2019);
4. Meet with stakeholder groups to determine implementation issues and interests;
5. Develop and evaluate GHG measurement indicators;
6. Review and comment on ARB technical updates regarding targets;
7. Prepare staff reports providing updates on GHG targets;
8. Conduct public meetings and hearing as required;
9. Conduct modeling as required.
10. Incorporate livable communities elements into ongoing planning documents, such as the RTP/SCS and other planning, and corridor studies;
11. Assist local agencies in exploring opportunities available through livable communities;
12. Assist local agencies in developing Sustainable Communities Strategies;
13. Attend smart growth, sustainable and/or livable communities, Clean Cities Coalition and Active Transportation Program workshops and conferences.
14. Develop a Kern Regional Housing Data Report to incorporate into the Regional Housing Needs Assessment (RHNA) Plan.
End Products (Schedule)
1. Report on target updates. (quarterly) ($101,540)
2. Community visualizations (Consultant) (June 2021) ($20,000)

Revenue Budget

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$138,102
Purpose & Goal
The goal of this program is to fulfill the requirements of the SB 375 Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS), as well as the 2017 Regional Transportation Guidelines for consultation and coordination by all interested parties. Kern COG was cited in the Guidelines as a Best Practice for a Small/Medium/Rural MPO. This program contributes to Caltrans' mission and overarching objectives for SB 1 formula grant resources: sustainability, preservation, mobility, safety, innovation, economy, health and social equity. It also contributes to Sustainable Communities Grant Specific Objectives: to encourage local and regional multimodal transportation and land use planning that furthers the region's RTP/SCS, contributes to the State's GHG reduction targets and other State goals. This Work Element uses 2018-19 and 2019-20 SB 1 formula grant funding.

Previous Work
1. 2014 and 2018 Regional Transportation Plan/Sustainable Communities Strategies.
2. Update Public Information Policies and Procedures.

Study Design (Tasks & Responsible Agency)
1. Continuous SCS Outreach Program – for environmental justice and all communities in support of SCS development on a 4-year cycle (subtasks may vary in any given year during the 4-year cycle) (see also Work Element 601.3).
   a. Update Public Information Policies and Procedures on a 4-year cycle;
   b. Produce and implement public workshop content and structure;
   c. Develop materials to advertise workshops in appropriate languages as needed;
   d. Attend workshops;
   e. Survey workshop attendees;
   f. Produce public outreach reports and data analysis;
   g. Review and revise as needed existing analytical techniques and public involvement approaches to ensure that the planning process successfully integrates environmental justice into decision making;
   h. Reconvene as needed the Environmental Justice Task Force to assess and ensure compliance of Kern COG's transportation planning efforts with environmental justice requirements;
   i. Identify transportation needs of target populations, including disadvantaged communities and Environmental Justice communities;
   j. Quantitatively assess benefits and burdens of transportation plans with respect to target populations;
   k. Identify measures with which to compare the respective treatment of target and non-target populations in the planning process, such as population-based measures, geographic-based measures and visual-based measures;
I. Continue government to government coordination with the Tejon Indian Tribe and tribal communities generally for the RTP development process;
m. Compare investments across different modes to identify and minimize disparate impacts to traditionally underserved populations;

n. Identify funding opportunities to assist in implementing typically infeasible environmental justice procedures, such as Caltrans’ Grant Programs offered through the California Strategic Growth Council;
o. Evaluate environmental justice policies for the RTP and RTIP;
p. Meet with the federally recognized Tejon Indian Tribe to develop agreements, procedures and policies that outline roles, responsibilities and key decision points on a government-to-government basis;

q. Coordinate with state-recognized tribes on environmental justice issues, including cultural resource mapping, cultural place naming strategies and transit.

**End Products (Schedule)**

1. Schedule SCS outreach events and provide event summaries. (June 2021)
2. Online Surveys – 3 per year (Fall 2020, Winter 2020/21, Spring 2021)
3. SCS outreach meetings for target populations to ensure transportation planning efforts with disadvantaged communities and Environmental Justice communities. (As needed and/or requested)
4. SCS planning support in development of grants and applications. (June 2021)

**Revenue Budget**

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Purpose & Goal
The goal of this program is to fulfill the requirements of the SB 375 Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS), as well as the Regional Transportation Guidelines for performance measure monitoring. Kern COG was cited in the State 2010 Guidelines as a Best Practice for a Small/Medium/Rural MPO. This program contributes to Caltrans’ mission and overarching objectives for SB 1 formula grant resources: sustainability, preservation, mobility, safety, innovation, economy, health and social equity. It also contributes to Sustainable Communities Grant Specific Objectives: to encourage local and regional multimodal transportation and land use planning that furthers the region’s RTP/SCS, contributes to the State’s GHG reduction targets and other State goals. This Work Element uses 2019-20 SB 1 formula grant funding.

Previous Work
1. 2014 and 2018 Regional Transportation Plan/Sustainable Communities Strategies Integrated Performance Measure Analysis

Study Design (Tasks & Responsible Agency)
1. SCS Performance Measure Analysis Program – for environmental justice and all communities in support of SCS development (see also 601.4).
   a. SCS update of disadvantaged communities mapping as needed using Planning and Environmental Linkages (PEL) U.S. EPA EJScreen Tool
   b. SCS system level integrated performance measures analysis
   c. SCS disadvantaged communities/environmental justice performance measure analysis
   d. SCS smart mobility framework performance measure analysis
   e. SCS health equity performance measure analysis
   f. SCS public outreach scenario comparison performance measures
   g. Project level performance measures to support the transportation improvement program and grant applications.
   h. Research on developing and monitoring health performance and other emerging measures in coordination with stakeholders
   i. SCS roundtable for stakeholders in development of performance measures

End Products (Schedule)
1. SCS performance status and modeling report (bi-annual)
2. SCS development and modeling for disadvantaged communities and all other communities for the SCS environmental justice performance report (on a four-year cycle)
3. SCS roundtable stakeholder meeting(s) report (on a four-year cycle)
4. Draft SCS integrated performance measures analysis (on a four year cycle)
5. Final SCS integrated performance measures analysis (on a four-year cycle)
### Revenue Budget

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Purpose & Goal
The goal of this program is to fulfill the requirements of the SB 375 Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS) to support SCS development by identifying advanced transportation technology projects to reduce greenhouse gas emissions in all communities, and specifically in Cal Enviro screen-identified disadvantaged communities, especially racial minority and low-income communities (see also WE 603.3). This program contributes to Caltrans' mission and overarching objectives for SB 1 formula grant resources: sustainability, preservation, mobility, safety, innovation, economy, health and social equity. This program contributes to Sustainable Communities Grant-Specific Objectives: (a) to encourage local and regional multimodal transportation and land use planning that furthers the region's RTP/SCS and (b) contributes to the State's GHG reduction targets and other State goals. This Work Element uses 2019-20 SB 1 formula grant funding.

Previous Work
1. 2014 and 2018 Regional Transportation Plan/Sustainable Communities Strategies.
2. Kern Electric Vehicle Charging Station Blueprint (June 2019) (WE 603.4)
3. 2018, 2019 Kern COG TRANSITIONS Transit Symposium
5. Electric Charging Stations by Zip Code Report

Study Design (Tasks & Responsible Agency)
1. SCS Advanced Tech Planning Program – to support SCS development by identifying advanced transportation technology projects to reduce greenhouse gas emissions in all communities, and specifically in CalEnviroscreen-identified disadvantaged communities (DACs), especially racial minority and low-income communities (see also WE 603.3).
   a. Identify fleet operators and agencies with potential for accelerated fleet turnover to zero- or partially-zero emission advanced transportation technologies (ZEV or PZEV) through funding opportunities, with special attention to reducing environmental and health impacts within close proximity to freeways and high-traffic volume roadways, and 'sensitive populations' such as children, senior citizens, or persons with chronic obstructive pulmonary disorder, with consideration for DAC designation.
   b. Host or sponsor public workshops on mobility innovations, funding resources, or technician training to encourage local and regional multimodal transportation and land use planning that contributes to greenhouse gas emission reductions with consideration for DACs.
   c. Meet with member agencies and other public agencies to determine interest in shared mobility options, alternative fuel vehicles and fueling or charging infrastructure, and FAST Alternative Fuel Corridor designations to better tailor outreach, awareness, and education efforts to meet local needs.
d. Attend conferences and events such as the Advanced Clean Transportation Expo, the NorCal Clean Tech Forum, or the CARB clean transit symposium to gain knowledge of current technologies and funding, to share local and regional success stories, and to encourage investment in Kern County.

e. Monitor and track charging station and alternative fuel infrastructure development and electric vehicle purchases related to Kern COG efforts to document progress.

f. Respond to inquiries related to mobility innovations, alternative fuel vehicles and infrastructure.

g. Coordinate, host, sponsor and participate in local educational activities such as National Drive Electric Week, Clean Air Month, Alternative Fuel Vehicle Workshops, community and other promotional events. Partner with local agencies as appropriate, attend meetings, and serve on committees with consideration for DACs.

h. Promote mobility innovations, alternative fuel vehicles and infrastructure activities and events through media releases, paid public awareness campaigns and public outreach.

i. Implement the 2019 Kern Electric Vehicle Charging Station (EVCS) Plan by engaging stakeholders, including presentations to city councils, and disseminating relevant funding opportunity information.

**End Products (Schedule)**

1. SCS Outreach meetings, public input and analysis (4 year cycle)
2. SCS planning support in development of grants and applications (annual).
4. California Clean Vehicle Rebates issued in Kern County Report (bi-annual)

**Revenue Budget**

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Kern Council of Governments
OVERALL WORK PROGRAM – FY 2020/2021
Work Element # 203.4A – SUSTAINABLE COMMUNITIES STRATEGY FORECAST
AND TRAVEL MODEL ACTIVITY PROGRAM

Purpose & Goal
The goal of this program is to fulfill the requirements of the SB 375 Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS), as well as the 2017 Regional Transportation Guidelines for consultation and coordination by all interested parties. This program contributes to Caltrans' mission and overarching objectives for SB 1 formula grant resources: sustainability, preservation, mobility, safety, innovation, economy, health and social equity. It also contributes to Sustainable Communities Grant Specific Objectives: to encourage local and regional multimodal transportation and land use planning that furthers the region's RTP/SCS, contributes to the State's GHG reduction targets and other State goals. This Work Element uses 2019-20 SB 1 formula grant funding.

Previous Work
1. 2014 and 2018 Regional Transportation Plan/Sustainable Communities Strategy
2. Regional Growth Forecasting
3. Travel Model Forecasting

Study Design (Tasks & Responsible Agency)
1. SCS Socio-economic, Land Use, and Travel Model Forecasting Activity Program
   - for environmental justice and all communities in support of SCS development on a four year cycle (see also work elements 604.2 & 604.3)
   a. Increase number of TAZs as needed;
   b. Calculate a build-out analysis of all general plans in Kern County by TAZs;
   c. Revise school enrollment forecast;
   d. Revise income forecast;
   e. Revise group quarters forecast;
   f. Revise household and household-size forecasts;
   g. Map data forecasts for visual verification;
   h. Coordinate modeling assumptions through Regional Transportation Modeling Committee/Regional Planning Advisory Committee;
   i. Refine UPLAN land-use model for distribution of regional growth forecast;
   j. Provide modeling/support for regional transportation decision-making;
   k. Provide modeling/support for air quality conformity modeling;
   l. Provide modeling/support for local projects and programs;
   m. Conduct environmental justice analysis of the short-range program and long-range plans to evaluate and determine transportation impacts;
   n. Develop initial modeling methodology to meet SB 375 requirements;
   o. Participate in San Joaquin Valley Model Improvement Program;
   p. Maintain airport ground access routes in the travel demand model;
   q. Assess the intermodal feasibility of proposed aviation, highway, public transit, goods movement, and non-motorized transportation projects. Continue to monitor and update proposed at-grade and grade-separated rail safety projects (Kern COG);
r. Identify short- and long-range strategies and actions to meet projected demands (Kern COG);

End Products (Schedule)
1. SCS status and modeling report (bi-annual)
2. Draft SCS initial model methodology submittal (on a four-year cycle)
3. Final SCS initial model methodology report (on a four-year cycle)
4. Draft SCS socio-economic data forecast report (quadrennial)
5. Final SCS socio-economic data forecast report (on a four-year cycle)
6. Draft SCS land-use model forecast report (quadrennial)
7. Final SCS land-use model forecast report (on a four-year cycle)
8. Draft SCS technical methodology evaluation submittal (quadrennial)
9. Final SCS technical methodology evaluation report (on a four-year cycle)
10. Online SCS growth forecast maps (quadrennial)
11. Online SCS travel model output forecast maps (on a four-year cycle)
12. SCS development and modeling for disadvantaged communities and all other communities for the SCS environmental justice performance report (on a four-year cycle)

Revenue Budget

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The economic climate of the Kern region is a vital element in the well-being of the area. Housing, land use and transportation are directly related to the economic condition of the area.

The strengthening of the economic climate will assist in developing a balanced multi modal transportation system that is designed to contribute to the attainment of air quality and other environmental goals; to provide reasonable and affordable transportation for the elderly, handicapped and disadvantaged.

No projects are programmed in FY 2020-2021.
Kern COG is concerned about any adverse effects its policies and programs might have on community health and related issues. All activities are carefully reviewed for potential impacts on community health. In addition, Kern COG attempts to take advantage of all opportunities to improve and protect public health through its environmental and other projects (please see Work Element 601.4).

Kern COG also considers health and related issues in its role as area wide clearinghouse.

No projects are programmed in FY 2020-2021.
Kern COG has a responsibility to ensure its programs and policies protect public safety and promote justice. These general goals are an integral part of each of Kern COG's programs.

Kern COG is responsible for ensuring that land use policies in the vicinity of public use airports protect public safety. The area-wide housing plan is intended to promote policies that encourage the provision of a safe and pleasant community environment for all. Kern COG's transportation planning policies promote a safe means of travel for all segments of society.

No projects are programmed in FY 2020-2021.
Kern COG is responsible for managing a continuous, cooperative and comprehensive transportation planning process and program. The Regional Transportation Plan is the key long-range planning document for ensuring integrated transportation system improvements meets the challenge of a mobile society today and in the future.

The Kern regional transportation program addresses all modes and unique needs of a vast and diverse region. Transportation is related to land use, housing, recreation, open space and resource conservation. The elements are a part of both the process and plan. The regional transportation planning process places emphasis on service level improvement for all modes and refinement of the relationship of each mode to the overall transportation plan.
Purpose & Goal*
On a four-year cycle, amend and update the Regional Transportation Plan (RTP) to address short- and long-term multi-modal transportation needs over a 20+ year timeframe in compliance with applicable federal and state requirements, using an integrated document approach. Some of the requirements addressed by the RTP include Federal Code Title 23 Part 450.320 congestion management process (CMP) and California Government Code Sec. 65080(b)(2) sustainable communities strategy (SCS).

*Meets the following planning emphasis areas for California: Core Planning Functions, Performance Management and State of Good Repair.

Previous Work
1. 2014, 2018 RTPs, SCSs, CMPs, supportive studies (freight, transit, complete streets, etc.), and inclusive of programmatic environmental documents;
2. 2014, 2016, 2018 Regional Transportation Improvement Programs;
3. 2015, 2017, 2019 and Federal Transportation Improvement Program, amendments, and Conformity Analysis;
4. 2014, 2018, 2020 Federal approval of the Federal Transportation Improvement Program, RTP and related Conformity Analysis and amendments; and
5. 2015, 2020, California Air Resources Board acceptance of the SCS.

Study Design (Tasks & Responsible Agency)
1. Implement integrated Complete Streets CMP, including performance monitoring; (Kern COG)
2. Implement the four-year cycle update process for the RTP/SCS, including: revised modeling, public workshops, Capital Improvement Program (CIP) list development, mapping, visualizations and element updates (Kern COG);
3. Comply with the provisions of the California Environmental Quality Act, including applicable sections of federal laws, such as Section 404 of the Federal Clean Water Act. (Consultant);
4. Review and revise conformity analysis, as necessary and re-adopt resolution documenting air quality conformity (Kern COG);
5. Conduct ongoing public outreach activities to identify public and private local transportation issues, transportation options, recommended actions, and implementation programs (Kern COG);
6. Review RTP guidelines and updates to maintain compliance with state and federal mandates, goals, policies and implementing actions of the RTP (Kern COG);
7. Review local agencies' plans and programs to update regional transportation management systems' inventories (Kern COG);
8. Assess plans for transportation-related energy conservation measures that meet Climate Action Plan goals and objectives (Kern COG);
9. Update regional transportation facilities and corridors forecasts to preserve rights-of-way (Kern COG);
10. Assess the intermodal feasibility of proposed: aviation, highway, public transit, goods movement and non-motorized transportation projects. Continue to monitor and update proposed at-grade and grade-separated rail safety projects (Kern COG);
11. Assess transit service connectivity to regional Amtrak stations and high-speed rail service (Kern COG);
12. Identify short- and long-range strategies and actions to meet projected demands (Kern COG);
13. Identify and assess long-range transportation funding strategies (Kern COG);
14. Address federal planning factors (Kern COG);
15. In collaboration with safety officials and law enforcement, assess transportation network safety and security issues (Kern COG);
16. In collaboration with transit operators, evaluate transit issues when amending and/or updating the RTP and include state of good repair needs and investments from the local Transit Asset Management Plans in the RTP (Kern COG);
17. Amend Freight Movement analyses findings, as well as ITS studies, into the RTP (Kern COG);
18. Evaluate the federal congestion management process for consistency with the Regional Transportation Plan (Kern COG);
19. Coordinate the system planning process with Caltrans (Kern COG);
20. Assist local agencies and Caltrans in evaluating transportation facilities' management and operations (Kern COG);
21. Determine a means to address federal surface transportation funding requirements for ground access improvements (Kern COG);
22. Research and coordinate with member agencies to implement the Regional Transportation Plan (Kern COG);
23. If required, revise, amend and update the Regional Transportation Plan, assuring compliance with state and federal air quality requirements (California Clean Air Act, Federal Clean Air Act Amendments of 1990, and State Implementation Plan) as well as the Air Quality Attainment Plan adopted by the two local air districts (Kern COG).

End Products (Schedule)
1. Regional Transportation Plan, including amendment(s), environmental document, as required ($100,000).

Revenue Budget

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| Kern COG | $70,636 |
| Consultant | $32,000 |
| Capital | $0 |
| Total | $102,636 | $185,194 | $0 |
Purpose & Goal*
Revise, amend and implement the action and financial elements (Capital Improvement Program) of the Regional Transportation Plan (RTP) to address short and long-term financial planning over the life of the Plan.

*Meets the following planning emphasis areas for California: Core Planning Functions, Performance Management and State of Good Repair.

Previous Work

1. 2014 and 2018 RTPs, inclusive of program environmental impact reports;
2. 2017 and 2019 Federal Transportation Improvement Programs;
3. Congestion Management Program as updated;
4. Kern Data publications; and
5. Other Kern COG planning studies.

Study Design (Tasks & Responsible Agency)

1. Revise, update and amend the 2018 RTP financial element/Capital Improvement Program (CIP) as needed;
2. Prepare 2022 RTP Capital Improvement Program updates for further document development and modeling;
3. Update the financial element narrative component to better define the process;
4. Update the CIP analysis to support transportation demand management and transportation control measures;
5. Coordinate transportation demand management actions and transportation control measures to meet needs of major capital improvements;
6. Update funding strategies and actions to meet projected financial demand and shortfall;
7. Maintain a prioritized list of aviation, highway, street and road, public transit, goods movement and non-motorized projects, as well as intermodal options, for the region;
8. Develop data for available transportation funding options with private sector participation;
9. Develop financial nexus for future corridor and subarea studies, such as Bakersfield System Study and high speed rail analysis; and
10. Develop the CIP based on updated lists of transportation projects.
End Products (Schedule)

1. Financial element/Capital Improvement Program amendments as necessary to maintain compatibility with other elements of the 2018 RTP. (June 2021) ($30,000)

2. Update financial element / Capital Improvement Program for Draft 2022 RTP (June 2021) ($28,816)

Revenue Budget

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Purpose & Goal
To gain public input on the Regional Transportation Plan/Sustainable Community Strategy process and integrate U.S. Department of Transportation Environmental Justice regulations and Title VI requirements into Kern COG's planning processes. This Work Element uses PL and STIP PPM funds to encourage local and regional multimodal transportation and land use planning, provide education and outreach to disadvantaged communities and strive to achieve sustainability, preservation, mobility, improved health and social equity.

Previous Work
1. Update Public Information Policies and Procedures;
2. Public workshops;
3. Website and newspaper advertising;
4. Community meetings;
5. Regional community survey;
7. California Central Valley Tribal Transportation Environmental Justice Collaborative Project (FY 2008-09); and
8. Tribal Notification Area Map for San Joaquin Valley (GIS map).

Study Design (Tasks & Responsible Agency)
1. Update Public Information Policies and Procedures;
2. Produce and implement public workshop content and structure;
3. Develop materials to advertise workshops in appropriate languages as needed;
4. Attend workshops;
5. Survey workshop attendees;
6. Conduct annual regional community survey;
7. Produce public outreach reports and data analysis;
8. Review and revise as needed existing analytical techniques and public involvement approaches to ensure that the planning process successfully integrates environmental justice into decision making;
9. Reconvene as needed the Environmental Justice Task Force to assess and ensure compliance of Kern COG's transportation planning efforts with environmental justice requirements of Title VI;
10. Update and map locations of low-income, minority and tribal communities using latest Census information;
11. Identify transportation needs of target populations, including disadvantaged communities and Environmental Justice communities;
12. Quantitatively assess benefits and burdens of transportation plans with respect to target populations;
13. Incorporate target populations' benefits and burdens into a travel-demand forecasting model to assess the benefits and burdens of existing and planned transportation system investments on target populations;

14. Identify measures with which to compare the respective treatment of target and non-target populations in the planning process, such as population-based measures, geographic-based measures and visual-based measures;

15. Continue government to government coordination with the Tejon Indian Tribe and tribal communities generally for the RTP development process;

16. Compare investments across different modes to identify and minimize disparate impacts to traditionally underserved populations;

17. Evaluate environmental justice policies for the RTP and RTIP;

18. Meet with the federally recognized Tejon Indian Tribe to develop agreements, procedures and policies that outline roles, responsibilities and key decision points on a government-to-government basis;

19. Coordinate with state-recognized tribes on environmental justice issues, including cultural resource mapping, cultural place naming strategies and transit.

**End Products (Schedule) (All products funded by SB1 unless stated otherwise)**

4. Regional community survey (Consultant) (March 2021) ($75,000 – STIP PPM).
5. GIS maps of minority and low-income populations (June 2021).
6. Integrate U.S. Department of Transportation Environmental Justice regulations into the Regional Transportation Plan process (June 2021).
8. Revise environmental justice modeling metro and non-metro TAZs and job centers TAZs (June 2021).

**Revenue Budget**

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Purpose & Goal*
Establish and monitor a variety of highway safety, bridge, pavement and overall system performance measures within the transportation planning process. Provides for data gathering and analysis to promote a safe, sustainable, integrated and efficient transportation system to enhance the region's economy, health and livability.

*Meets the following California Planning Emphasis Areas: Core Planning Functions.

Previous Work
1. 2018 - 2020 Federal MPO/State Safety Performance Measure (PM 1);
2. 2018 Federal MPO/State Pavement & Bridge Performance Measure (PM2);
3. 2018 Federal MPO/State Travel Time Reliability Performance Measure (PM3);
4. Completion of PM 1-3 targets;
5. Participated in PM1-3 Webinars and Trainings;
6. 2014 and 2018 Environmental Justice Measures Analysis;
7. 2012 Project Delivery Policies and Procedures; and
8. Developed Health Equity Performance Measures.

Study Design (Tasks & Responsible Agency)

1. PM 1 - Consider and adopt two measures to assess motorized fatalities:
   - Number of fatalities
   - Rate of fatalities
2. PM 1 - Consider and adopt two measures to assess motorized serious injuries:
   - Number of serious injuries
   - Rate of serious injuries
3. PM 1 - Consider and adopt one measure for non-motorized safety performance:
   - Number of non-motorized fatalities and non-motorized serious injuries
4. PM 2 - Consider and adopt two measures for Interstate System pavement condition:
   - Percentage of pavements on the Interstate System in Good condition
   - Percentage of pavements on the Interstate System in Poor condition
5. PM 2 - Consider and adopt two measures for National Highway System (NHS) pavement condition:
   - Percentage of pavements on the NHS (excluding the Interstate System) in good condition
   - Percentage of pavements on the NHS (excluding the Interstate System) in poor condition
6. PM 2 - Consider and adopt two measures of bridge condition:
   - Percentage of NHS bridges in Good condition
   - Percentage of NHS bridges in Poor condition
7. PM 3 - Consider and adopt four system-wide measures:
   - Percentage of reliable person-miles traveled on the Interstate
   - Percentage of reliable person-miles traveled on the non-Interstate NHS
   - Percent change in CO2 emissions from 2017, generated by on-road mobile sources on the NHS.
   - A measure evaluating truck travel time reliability on the Interstate system (average truck reliability index).

8. PM 3 - Consider and adopt three measures to assess the federal Congestion Mitigation Air Quality program:
   - Total emission reductions for applicable criteria pollutants, for non-attainment and maintenance areas

9. PM 3 - Consider and adopt two measures to assess traffic congestion:
   - Annual hours of peak hour excessive delay per capita
   - Modal share; specifically, the percent of non-single occupancy vehicle travel, including travel avoided by telecommuting.

10. Update disadvantaged communities mapping as needed.

11. Implement a Federal Transit Administration (FTA) Transit Asset Management Plan and Performance Measures (rolling stock, equipment, facilities, infrastructure; and Caltrans transit “State of Good Repair” countywide reporting program).

12. System level integrated performance measures for Environmental Justice, Title VI, and smart mobility framework.

13. Project Level Performance measures to support the transportation improvement program and grant applications.


End Products (Schedule)
1. MPO PM 1 Targets (February 2021)
2. MPO PM 2-3 Targets (November 2020)
3. MPO PM Online Report (November 2020)

Revenue Budget

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43
Purpose & Goal*
Develop a multimodal transportation system and implement long-range transportation plans in the Kern County area.

*Meets the following California Planning Emphasis Areas: Core Planning Functions, Performance Management and State of Good Repair.

Previous Work
1. 2014 and 2018 Regional Transportation Plan and amendments;
2. 2017 and 2019 Regional/Federal Transportation Improvement Program;
3. Amendments to the 2019 Federal Transportation Improvement Program; and
4. California Transportation Improvement Program System (CTIPS).

Study Design (Tasks & Responsible Agency)
1. Develop and manage the Federal Transportation Improvement Program;
2. Develop and manage the Regional Transportation Improvement Program;
3. Conduct outreach meetings and workshops to develop Transportation Improvement Programs and lists of capital projects;
4. Coordinate state and federal-aid capital improvement programs including ranking and development, review and approval for project applications;
5. Conduct conformity analysis, adopt resolution to accept conformity findings and document conformity with various air quality strategies;
6. Monitor proposed at-grade and grade-separated rail projects;
7. Evaluate compliance with air quality conformity, state implementation plan, NEPA and Title VI in project delivery process;
8. Monitor California Transportation Commission and legislative proposals related to transportation financing;
9. Continue CTIPS and participate in statewide programming coordination meetings;
10. Update transportation improvement project selection policy as needed to include new state and federally mandated air quality and planning policies.

End Products (Schedule)
1. 2019 FTIP Amendments. (December 2020) ($125,000).
2. 2021 FTIP Amendments. (June 2021) ($125,000).
### Revenue Budget

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45
Purpose & Goal*
Assist local agencies with the federal aid application process required when using state or federal dollars. Work cooperatively with Caltrans Office of Local Assistance, Caltrans Planning, Federal Highway Administration and Federal Transit Administration to facilitate construction and reimbursement of federal aid projects.

*Meets the following California Planning Emphasis Areas: Core Planning Activities, Performance Management and State of Good Repair.

Previous Work
1. 2014 and 2018 Regional Transportation Plan and amendments;
2. 2017 and 2019 Regional/Federal Transportation Improvement Programs;
3. Short-range transit plans;
4. Accessing California Transportation Improvement Program System database;

Study Design (Tasks & Responsible Agency)
1. Assist local agencies and Caltrans with State Transportation Improvement Program (STIP) project development and other state funded programs;
2. Host local assistance training opportunities and promote federal-aid training opportunities off-site;
3. Monitor RIP, IIP, RSTP, CMAQ, ATP and other federal-aid projects. Monitor state funded projects, including SB 1 programs and projects. Report status of projects to Caltrans, CTC and member agencies annually;
4. Participate with Caltrans in state highway project development, coordination and programming;
5. Monitor Caltrans' expenditures and activities to assure Kern regional projects are timely and budget constrained; and
6. Develop and submit responses to project delivery inquiries to local agencies, Caltrans Local Assistance, Caltrans Planning, FHWA, and FTA.

End Products (Schedule)
1. Project status reports (CMAQ/RSTP/ATP/TDA Article 3) to local agencies. (quarterly) ($60,000)
2. Progress Report for Projects of Regional Significance (quarterly) ($90,000)
3. Project status workshops ($50,000)

Revenue Budget

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46
Purpose & Goal*
To monitor and coordinate transportation planning, the transportation plan implementation process and management system requirements of the Federal transportation re-authorization bill.

*Meets the following California Planning Emphasis Areas: Core Planning Functions, Performance Management and State of Good Repair.

Previous Work
1. 2001 San Joaquin Valley Strategic Deployment Plan; and
3. 2018 Intelligent Transportation Systems Plan for the Kern Region

Study Design (Tasks & Responsible Agency)
1. Participate in transportation monitoring systems for projects funded in the FTIP through project status meetings with member agencies;
2. Provide technical assistance and transportation-related assistance to member agencies;
3. Analyze, update and integrate new population estimates and other demographic information to provide consistent population, economic and employment projections for a comprehensive areawide planning process;
4. Coordinate and cooperate with Caltrans in developing system planning studies;
5. Encourage and coordinate public involvement in transportation planning services at state, regional and local levels;
6. Coordinate regional transportation planning activities with local land use agencies and local system planning studies;
7. Monitor and coordinate the operational and physical continuity of transportation system within the region with neighboring regions.
8. Monitor local planning activities for transportation related energy conservation measures that meet federal, state and local goals and objectives;
9. Continue to monitor and update proposed at-grade and grade-separated rail safety projects for Kern County;
10. Review each transportation proposal, short-range transit plan or social service requests to be included with or measured against, the Regional Transportation Plan; and
11. Monitor and review Intelligent Transportation Systems (ITS) activity at the federal, state, valley, and local level.
End Products (Schedule)

1. Project status meeting report. (June 2021 Kern COG TPPC meeting) ($10,000)
2. ITS database update. (As requested and approved by the Architecture Maintenance committee) ($20,000)

Revenue Budget

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Purpose & Goal*
Provide data to assess existing and planned transportation systems performance as required by the Clean Air Act; for transportation planning management system requirements of the federal Moving Ahead for Progress in the 21st Century (MAP-21) law; and to avoid duplication of traffic count effort among local jurisdictions.

*Meets the following California Planning Emphasis Areas: Core Planning Functions, Performance Management and State of Good Repair.

Previous Work
1. Federally mandated Highway Performance Monitoring system (HPMS);
2. 1984-present, local agency traffic counts;
3. Annual transportation report;
4. Kern Regional Transportation Modeling Committee;
5. Kern COG regional transportation model calibration;
6. Monitor directional splits for calibration of the Kern COG peak hour model;
7. Predict commodity flow and freight movements;
8. Monitor speed data for posted speed limit change analysis;
9. Monitor recurring unsafe speed locations additional speed enforcement activity signalization safety improvement analysis;
10. Planning, design and construction of federal aid projects;
11. Apportionment or allocation of federal funds;
12. Air Quality, Environmental impact analysis;
13. Pavement maintenance, research and supporting the Strategic Highway Research Program (SHRP);
14. Upgraded traffic count website.
15. Develop a Bicycle and Pedestrian Monitoring Plan within the Regional Transportation Monitoring Plan;
16. Establish a Bicycle and Pedestrian Count Program, including a list of anticipated count locations.
17. Developed a regional traffic count program that includes counts in both incorporated and unincorporated disadvantaged communities.

Study Design (Tasks & Responsible Agency)
1. Participate in the Highway Performance Monitoring System (HPMS) Program, including traffic counts on designated segments;
2. Coordinate HPMS information into the Kern GeoNet system;
3. Oversee a Regional Traffic Count Program;
4. Hold bi-monthly Kern Regional Transportation Modeling Committee meetings;
5. Oversee Regional Traffic Count Service contract and perform quality assurance testing for all deliverables;
6. Maintain a Regional Speed Survey program;
7. Conduct a bike census.
8. Establish Bike and Pedestrian Count Website.
9. Maintain and update traffic, bicycle and pedestrian count plan, ensuring adequate coverage of disadvantaged communities.

10. Coordinate the Disadvantaged Communities/Environmental Justice Mapping in Work Element 201.1 with the Bicycle and Pedestrian Count Program.

End Products (Schedule)
4. Traffic Count Website maintenance (Consultant) (June 2021) ($9,355.50).

Revenue Budget

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OVERALL WORK PROGRAM – FY 2020/2021
Work Element # 603.3 – MOBILITY INNOVATIONS AND INCENTIVES

Purpose & Goal*
To promote advanced transportation technologies in public and private fleets and infrastructure operations throughout the Kern region to reduce emissions, promote sustainable travel modes and maximize system efficiency. Provides a more sustainable, efficient transportation system through innovation.

*Meets the following California Planning Emphasis Areas: Core Planning Functions and Performance Management.

Previous Work
1. 2018 Regional Transportation Plan (and 2014);
2. 2019 Kern Electric Vehicle Charging Station Plan development;
4. San Joaquin Valley Air Pollution Control District Plug-in Electric Vehicle Readiness Plan;
5. Project delivery, grant research, and writing;
6. San Joaquin Valley Electric Vehicle Partnership member (2013-2018);

Study Design (Tasks & Responsible Agency)
1. Identify fleet operators and agencies with potential for accelerated fleet turnover to zero- and partially-zero emission (ZEV or PZEV) advanced technologies through funding opportunities, with special attention to reducing environmental and health impacts within close proximity to freeways and high-traffic volume roadways, and ‘sensitive populations’ such as children, senior citizens, or persons with chronic obstructive pulmonary disorder, with consideration for California Enviroscreen 3.0 Disadvantaged Community (DAC) designation.
2. Host or sponsor public workshops on mobility innovations, funding resources, or technician training with consideration for DACs.
3. Meet with member agencies and other public agencies to determine interest in shared mobility options, alternative fuel vehicles and fueling or charging infrastructure, and FAST Alternative Fuel Corridor designations.
4. Attend the May 2020 Advanced Clean Transportation Expo in Long Beach, the NorCal Clean Tech Forum or other advanced transportation technology conferences.
5. Monitor and track alternative fuel infrastructure development and advanced transportation technology vehicle purchases related to Kern COG efforts.
6. Respond to inquiries related to mobility innovations, alternative fuel vehicles and infrastructure.
7. Coordinate, host, sponsor and participate in local activities for National Drive Electric Week, Clean Air Month, community and promotional events. Partner with local agencies as appropriate, attend meetings, and serve on committees with consideration for DACs.
8. Promote mobility innovations, alternative fuel vehicles and infrastructure activities and events through media releases, paid public awareness campaigns, and public outreach.

9. Implement the 2019 Kern Electric Vehicle Charging Station (EVCS) Plan by engaging stakeholders, including presentations to city councils, and writing grants and seeking funding for the electrification projects in the plan.

End Products (Schedule)
1. Project status reports (quarterly) ($10,332 – SB1)
2. Advertising and marketing materials. (annually) ($1,000 - local funds) WE 1001.1
3. National Drive Electric Week (September 2020) ($12,500 - PPM)
4. TRANSITions Symposium materials (February 2021) ($7,500 - PPM)
5. Two public EVCS events or training workshops ($10,000 - PPM)
7. One public Renewable, Liquefied and Compressed Natural Gas workshop ($5,000 PPM)
8. Kern Electric Vehicle Charging Space Inventory (bi-annual) ($3,875 – SB1)
9. 2019 EV Charging Station Plan Implementation Presentations ($2,020 - PPM)

Revenue Budget

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Kern Council of Governments
OVERALL WORK PROGRAM – FY 2020/2021
Work Element # 603.4 – KERN ELECTRIC VEHICLE (EV) BLUEPRINT

Purpose & Goal*
The goal of this program is to propose a comprehensive and replicable blueprint that identifies the actions and milestones needed to place Kern County on a pathway to achieve its 2018 Regional Transportation Plan and Sustainable Communities Strategy greenhouse gas emission reduction goals at an accelerated rate through high-impact transportation electrification projects.

*Meets the following California Planning Emphasis Areas: Core Planning Functions and Performance Management.

Previous Work
1. 2019 Kern EV Charging Station Plan Development
2. 2014 and 2018 Regional Transportation Plan;
3. San Joaquin Valley Air Pollution Control District Plug-in Electric Vehicle Readiness Plan (Plug-In Electric Vehicle Coordinating Council Member);
5. 2017 Best Drive EVer at the Tehachapi AppleFest
6. San Joaquin Valley Electric Vehicle Partnership Market Development Plan (Action Team Member)
7. Electric vehicle charging space inventory for Kern quarterly reports

Study Design (Tasks & Responsible Agency)

Problem Statement:
Kern County is challenged by poor air quality and barriers to the deployment of emission reduction technologies. According to the CalEnviroScreen, 81-90% of the County qualifies as Disadvantaged Area Communities (DACs). DACs generally lack private investment and a capacity to develop clean transportation projects. Nonprofits and governments are overwhelmed and capital-restrained in their efforts to support emission reduction efforts.

The objectives of this program are to:

- Develop an education and outreach strategy to engage stakeholders
- Document existing emission reduction and transportation electrification goals, as well as steps taken to achieve them
- Identify potential transportation electrification projects in Kern County communities
- Develop a methodology to analyze and then rank specific electrification projects based on superior economic, environmental and technical performance with a weighting towards DACs
- Using the blueprint rubric, decide from the list of projects identified the most optimal transportation electrification projects based on the economic, environmental and technical analyses and present as an appendix to the 2019 Kern EV Charging Station Plan for Electrification (Kern EV Blueprint)
- Showcase financial and business models as well as cooperative strategies in the Kern EV Blueprint and amongst the identified projects
- Produce a blueprint plan toolkit with scoring rubrics, document templates and lessons learned summaries for other communities
End Products (Schedule)
1. Final EV Charging Station Plan Project progress report to the CEC ($2,073)
2. Final EV Charging Station Plan Project invoice to the CEC ($21,292)
3. Presentations to Kern COG TTAC, RPAC, and Board ($493)
4. Final 2019 EV Charging Station Plan ($2,310)
5. Final 2019 EV Charging Station Plan Toolkit and Distribution Results ($2,180)

Revenue Budget

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Purpose & Goal*
To develop and maintain the regional travel demand model.

*Meets the following California Planning Emphasis Areas: Core Planning Functions and Performance Management.

Previous Work
1. Acquired training, computer software and hardware for Regional Transportation Model;
2. Migrated model from EMME2 to MinuTP to TP+ to Cube Voyager transportation modeling software;
3. Maintained travel network, model scripts and planning assumptions in support of modeling for Federal Air Quality Conformity, Regional Transportation Planning and Programming, Environmental Analysis, Cumulative effects analysis, impact fee analysis;
4. Transportation investment studies for transit and multiple occupancy vehicle use; and

Study Design (Tasks & Responsible Agency)
1. Maintain TAZ boundaries as needed;
2. Maintain transit network in Cube;
3. Maintain transit access file using GIS;
4. Calibrate & validate outlying communities in Cube model to base year 2015;
5. Develop milestone years to check for reasonableness;
6. Bring network and modeling assumptions for the base (existing) and future (2050) years into conformance with existing general plans and assumption;
7. Conduct Title VI environmental justice analysis of the short-range program and long-range plans to evaluate and determine transportation impacts; and
8. Coordinate modeling assumptions and cumulative effect modeling through Regional Planning Advisory Committee.
9. Conform model for various years requested by ARB through 2050.

End Products (Schedule)
1. Model maintenance contract and support. (Ongoing) (Consultant, Kern COG) ($342,743).

Revenue Budget

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Purpose & Goal*
Provide growth forecast information to develop and maintain the regional travel demand model. Provides for data gathering and analysis to promote a more safe, sustainable, integrated and efficient transportation system to enhance the region's economy, health and livability.

*Meets the following California Planning Emphasis Areas: Core Planning Functions and Performance Management.

Previous Work
2. Updated 2014 employment data (June 2015).
3. Redistributed socio-economic data based on latest assumptions to transportation analysis zones (TAZs);
4. Acquired land use modeling software for distribution of regional growth forecast;
5. Supported the regional transportation model.
6. Coordinated with San Joaquin Valley Demographic Forecast update.
7. Updated forecast base-year population with 2010 Census data.
8. Updated employment data to 2015 base year and added employment types;
9. Regional Growth Forecast Update 2020-2050 (March 2020)

Study Design (Tasks & Responsible Agency)
1. Increase number of TAZs as needed;
2. Calculate a build-out analysis of all general plans in Kern County by TAZs;
3. Revise school enrollment forecast;
4. Revise income forecast;
5. Revise group quarters forecast;
6. Revise household and household-size forecasts;
7. Map data forecasts for visual verification;
8. Coordinate modeling assumptions through Regional Transportation Modeling Committee/Regional Planning Advisory Committee; and
9. Refine UPLAN land-use model for distribution of regional growth forecast.
10. Develop land use modeling software tool for redistribution of regional growth forecast

End Products (Schedule)
1. Land use modeling software support (June 2021)
2. Status and modeling report (bi-annual)
3. Draft/Final Regional Growth Forecast (quadrennial)
4. Land-use model development & updates (as needed)
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Purpose & Goal*
Kern COG’s transportation model assists in regional transportation and land use planning decisions. Provides for data gathering and analysis to promote a safer, sustainable, integrated and efficient transportation system to enhance the region’s economy, health and livability.

*Meets the following California Planning Emphasis Areas: Core Planning Functions, Performance Management and State of Good Repair.

Previous Work
1. Highway 178 Corridor Study;
2. Westside Parkway Highway Study;
3. Metro Bakersfield Land Use/Circulation Plan;
4. West Beltway Corridor Study;
5. Morning Drive Corridor Study;
6. Route 58 Study;
7. GET Public Transportation Study;
8. GET Metropolitan Transportation Investment Strategy;
9. South Beltway Study;
10. Downtown Delano Study;
11. SE Kern Transportation Study Tier I EIR specific requests;
12. 2006 Transportation Model Update;
13. Cube Land integrated land use and transportation model pilot project;
14. Centennial Corridor Study.
15. Wasco High Speed Rail Impact Study
16. Delano Transit Study

Study Design (Tasks and Responsible Agencies)
1. Provide modeling/support for regional transportation decision-making;
2. Provide modeling/support for air quality conformity modeling;
3. Provide modeling/support for local transportation impact fees;
4. Provide modeling/support for regional and member agency requested corridor studies; and
5. Conduct Title VI environmental justice analysis of the short-range program and long-range plans to evaluate and determine transportation impacts.
6. Participate in San Joaquin Valley Model Improvement Program.
7. Maintain airport ground access routes in the travel demand model.
8. Assess the intermodal feasibility of proposed aviation, highway, public transit, goods movement, and non-motorized transportation projects. Continue to monitor and update proposed at-grade and grade-separated rail safety projects (Kern COG);
9. Identify short- and long-range strategies and actions to meet projected demands (Kern COG);
10. Provide oversight for modeling support contracts

**End Products (Schedule) (All products funded with SB1 & local match)**

1. Model support for regional air quality conformity analysis and amendments. (quarterly)
2. Modeling to support development of local transportation impact fees. (annually)
3. Transportation modeling. (monthly)
4. Modeling to support development of the Sustainable Communities Strategy. (monthly)

**Revenue Budget**

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59
Purpose & Goal*
To study transportation corridors, interchanges and proposed roadway system improvements throughout the region.

*Meets the following California Planning Emphasis Areas: Core Planning Functions, Performance Management and State of Good Repair.

Previous Work
1. 2014 and 2018 Regional Transportation Plan;
2. 2017 and 2019 Regional/Federal Transportation Improvement Program;
3. Highway 178 “M” Street to Highway 99 Study;
4. Kern River Canyon Highway Study;
5. SR 58 at SR 223 Interchange Feasibility Study;
6. SR 99 at Hanawalt Ave. Interchange Feasibility Study;
7. Tehachapi Railroad Crossing Study;
8. Metro Bakersfield General Plan;
9. Delano Superblock 8 Transportation Impact analysis;
10. Route 33 Traffic analysis;
11. Morning Drive Corridor Study;
12. Highway 58 to Alfred Harrell Highway Study;
13. Mojave Corridor Study and the South Beltway Corridor Study;
14. Routes 46 and 65 Safety Task Force Studies;
15. Route 65 TCRP Study;
16. 7th Standard Road and Cecil Avenue Studies; and
17. Bakersfield System Study.

Study Design (Tasks & Responsible Agency)
1. Analyze traffic count and traffic accident data;
2. Conduct detailed roadway analyses in areas affected by planned developments;
3. Conduct detailed roadway analyses in areas experiencing increasing traffic congestion;
4. Provide technical assistance to local agencies upon request;
5. Assist Caltrans with system planning activities;
6. Comply with the provisions of the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA);
7. Conduct detailed analyses of impacts of development on air quality;
8. Coordinate with other agencies to document environmental factors that support project level NEPA and Section 404 requirements;
9. Assess the intermodal feasibility of proposed transportation projects, strategies and actions;
10. Identify corridor and subarea studies to support decisions on the design concepts and scope of proposed major transportation investments;
11. Ensure the Title VI, environmental justice criteria is applied to all corridor plans;
12. Attend Advisory Committee Transportation Concept Report meetings to provide direction and comment on TCR documents;
13. Attend California Highway Patrol Corridor Safety Task Force meetings;
14. In collaboration with safety officials and law enforcement, encourage safety and security integration in the transportation planning process; and
15. Work with local agencies and Caltrans to better coordinate CEQA and NEPA during transportation project development in the regional transportation planning process.

End Products (Schedule)
1. Web-based regional traffic count historical analysis. (annually) ($3,000)
2. Technical assistance memorandums of agreement. (annually) ($526)
3. Technical analysis and background supporting Regional Transportation Plan environmental documents. (monthly) ($3,000)

Revenue Budget

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Revenue (Not Revenue)
Purpose & Goal*
To provide comprehensive short and long-range transit planning for the Kern region while improving safety and security for all public transportation riders and airport users.

*Meets the following California Planning Emphasis Areas: Core Planning Functions, Performance Management and State of Good Repair.

Previous Work

1. 2019 implemented MioCar Implementation Plan
2. 2017 Active Transportation Plan including Transit Infrastructure Recommendations.
3. Shafter Transportation Development Plan (2016)
4. Wasco Transportation Development Plan (2016)
7. Metropolitan Bakersfield Fixed Guideway Passenger System, Phase I;
8. 2005 Eastern Sierra Public Transportation Plan
9. 2004 Regional Transportation Improvement Program
10. 2004 Regional Rural Transit Strategy
11. 1998, 2000, and 2004 Regional Transportation Plan;
13. 1990 Short-Range Transit Plan;
15. Rural Transportation Inventory (1987)

Study Design (Tasks & Responsible Agency)

1. Monitor public and private transit providers’ planning-related activities, including vehicle inventory updates; patronage and ridership data; financial and operational data; and transit services evaluation to the general public and transit-dependent;
2. Work with Golden Empire Transit District and CTSA to address service planning, ADA compliance, and services for the elderly and disabled;
3. Coordinate short and long-range transit and land-use planning efforts for getting Kern County and member cities in the TIP process;
4. Monitor and/or conduct public workshops to identify local transportation issues, transportation options, recommended actions, and implementation programs;
5. Identify corridor and subarea studies to be performed;
6. Review and monitor existing financial capabilities, identify future financial requirements, and new revenue sources;
7. Close-out Kern COG’s Public Transportation Modernization, Improvement, and Service Enhancement Act (PTMISEA) and Transit System Safety, Security and Disaster Response Act (TSSSDRA) projects;
8. Implement Kern COG’s Low-Carbon Transit Operations Program (LCTOP);
9. Implement Kern COG’s State of Good Repair (SGR) Program;
10. Provide technical assistance to transit providers in transit planning, marketing, coordination and other related issues;
11. Monitor and report on legislation;
12. Collect monthly transit operating statistics from public transit operators, and maintain a transit performance database;
13. Conduct quarterly transit operator meetings to discuss operations and planning issues;
14. Help coordinate public transit and human service transportation programs;
15. Assist jurisdictions with implementing Regional Transportation Plan transit policies and actions;
16. Analyze, identify and recommend improvements in the transit system to better serve people in transition from welfare to work;
17. Ensure that environmental justice criteria are applied to transit plans; and
18. Assess the need for tribal and farm-worker transportation, including vanpools, in Kern County.
19. Review Transit Security Plan annually and update as required (Kern COG);
20. Attend Countywide Transit Security and Emergency Management meetings (Kern COG);
21. Monitor Kern County airport planning efforts and assist with Kern County airport master plan updates when appropriate; and
22. Monitor all passenger rail planning activities within Kern County as appropriate and participate as required.
23. Coordinate tasks with Work Element 608.1 Active Transportation Planning.
24. Coordinate Tasks with the Valley Go Plan

End Products (Schedule)

1. FTA Section 5311 Program of Projects. (March 2019) ($23,916)
2. Transit Operators Meeting minutes. (quarterly) ($20,000)
3. FTA Section 5310 grant applications. (February 2020) ($20,000)
4. Transit System Safety, Security, and Disaster Response Account (TSSSDRA) Program of Projects. (June 2019) ($20,000)
5. Public Transportation Modernization, Improvement, and Service Enhancement Act (PTMISEA) project delivery and closeout. (June 2019) ($20,000)
7. Caltrans State of Good Repair annual Program of Projects (September 2019) ($20,000)
8. Kern County Valley Go Plan
# Revenue Budget

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Kern Council of Governments
OVERALL WORK PROGRAM – FY 2020/2021

Work Element # 606.5 – RURAL ALTERNATIVE TRANSIT PLAN

Purpose & Goal *
The Rural Alternative Transit Plan will use the State of California Statewide Transit Strategic Plan to introduce best practices of introducing electric public transit vehicles, TDA subsidized transit network companies (TNCs), privately owned shared electric vehicle companies to lessen operating costs of Kern’s rural public transit operators. Estimate final plan by June 30, 2020.

*Meets the following California Planning Emphasis Areas: Core Planning Functions and Performance Management.

Previous Work
1. 2007, 2011 and 2014 Regional Transportation Plans;
3. Kern Regional Blueprint (2006-2008);
4. Eastern Sierra Public Transportation Plan (2005); and
5. Regional Rural Transit Strategy (2004);
6. Taft Transportation Development Plan 2015;
7. McFarland Transportation Development Plan 2015;
8. Kern River Valley Transportation Development Plan 2015; and

Study Design (Tasks & Responsible Agency)
1. Recommend projects and technology to reduce operating cost of Kern rural public transit operators over the next five year.

End Products (Five-year Rural Alternative Transit Plan)
None this fiscal year – estimate final plan by June 30 2020.

Revenue Budget

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Purpose & Goal*
Federal transit law requires that projects selected for funding under the Enhanced Mobility for Individuals and Individuals with Disabilities (Section 5310) Program be "included in a locally developed, coordinated public transit-human services transportation plan (CHSTP). Further, the plan should be developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public" utilizing transportation services. Kern COG recognizes that CHSTP best practices recommend updating the regional CHSTP every five years. Kern COG's last CHSTP was published in 2013. Estimate final plan by June 30, 2019.

*Meets the following California Planning Emphasis Areas: Core Planning Functions and Performance Management.

Previous Work
1. 2007, 2011 and 2014 Regional Transportation Plans;
3. Kern Regional Blueprint (2006-2008);
4. Eastern Sierra Public Transportation Plan (2005); and
5. Regional Rural Transit Strategy (2004);
6. Taft Transportation Development Plan 2015;
7. McFarland Transportation Development Plan 2015;
8. Kern River Valley Transportation Development Plan 2015; and

Study Design (Tasks & Responsible Agency)
1. Recommend projects and technology to reduce operating cost of Kern County Social Services transit operators and update CHSTP recommendations.

End Products (Schedule)
1. KC Coordinated Human Services Trans Plan update (monthly) ($77,782).

Revenue Budget

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Purpose & Goal*
To conduct planning studies for non-motorized and pedestrian transportation facilities that encourage non-motorized transportation modes of transportation as a viable, safe and economical alternative to motorized travel within Kern County.

*Meets the following California Planning Emphasis Areas: Core Planning Functions and Performance Management.

Previous Work

1. 2017 Kern Regional Active Transportation Plan;
2. 2017 Active Transportation Plan with complete Street Project Recommendations;
3. 2012 Kern Regional Bicycle Plan and Complete Streets Recommendations;
4. 2009 Kern River Bike Path Extension Study: SR 43 to Taft;
5. 1994 Environmental Assessment of Kern River Bike Path between Hart Park and California Living Museum;
6. 1994 Kern River Bike Path Extension Alignment Study Update;
7. 1989 Kern River Bike Path Alignment Study;
8. 1984 Metropolitan Bakersfield Bicycle Plan;

Study Design (Tasks & Responsible Agency)

1. Review existing bicycle plans from member agencies;
2. Determine the number of pedestrian facilities constructed throughout the region.
3. Review and rank bicycle and pedestrian projects under California's Active Transportation Program.
4. Toward an Active California State Bicycle Pedestrian Plan is expected to be finalized in 2018. Toward An Active California will guide bicycle planning in California. An update of the Kern County Regional ATP can address the visions and goals of Toward An Active California
5. Monitor construction for planned facilities;
6. Develop facilities mapping;
7. Receive comments and suggestions regarding route selection and facility construction priority scheduling from Active Transportation Plan Steering Committee;
8. Identify funding streams anticipated over period of time;
9. Complete environmental assessment of recommended non-motorized transportation facilities;
10. Submit plans for public review;
11. Receive and respond to public comments; and
12. Adoption of plans by Kern COG.
13. Consultation with tribal governments and environmental justice/disadvantaged communities for the Kern County Active Transportation Plan.
14. Analyze bicycle traffic count program data.
15. Incorporate transit planning considerations in coordinating bicycle and pedestrian planning.
16. The 2017 Regional Active Transportation Plan will be updated as needed and consider the state “Toward an Active California State Bicycle Pedestrian Plan” finalized in April 2017.

End Products (Schedule)
1. Kern Region Active Transportation Plan ($20,000)
2. Small Cities Bicycle Plans (as a portion of the Kern Region Active Transportation Plan ($20,000)
3. Active transportation facilities’ environmental assessment ($20,000)
4. Active transportation facilities maps ($17,400)

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Kern Council of Governments

OVERALL WORK PROGRAM – FY 2020/2021

Work Element 608.3 Active Transportation Connectivity Planning and Bike Sharing for Disadvantaged Communities

Purpose & Goal: Plan for excellent low-stress active transportation access to High Speed Rail stations in the San Joaquin Valley within 3 mile radius for bicycles, including recommendations for bicycle parking at the station locations and evaluate bike sharing opportunities. Also, evaluate inter-city bicycling connections along the High Speed Rail corridor in the San Joaquin Valley

Previous Work
1. Kern Region Active Transportation Plan.
2. Fresno Active Transportation Plan.
3. Kings County Walk and Bike Plan.
4. Merced County Association of Governments Regional Transportation Plan.
5. Madera County Transportation Commission’s Active Transportation Plan.

Study Design (Tasks & Responsible Agency)

1. Project Kick off Meeting notes (Kern COG)
2. Request for Proposal (Kern COG)
3. Formation of Project Steering Committee (Kern COG)
4. Analyze Existing Condition, including bicycle and pedestrian counts were available.
5. Conduct inventory of existing pedestrian facilities within a half mile of “Existing and Planned Community Transit Priority Place Types in Bakersfield.”
6. Develop culturally and linguistically competent community outreach plan in collaboration with community partners (such as Cultiva la Salud, Bike Bakersfield, Dolores Huerta Foundation, and Leadership Counsel for Justice and Accountability). Review draft plan with Caltrans and finalize before beginning outreach.
7. Conduct community outreach in each community to share evaluation of existing plans and prioritize destinations, focusing in particular on reaching disadvantaged communities; use best practices for gathering input from DACs, such as offering meetings at accessible times and locations, and offering user-friendly, culturally competent methods of gathering input.
8. Prepare GIS Report of connections among identified destinations including HSR stations to establish baseline connectivity score; evaluate various improvements for their impact on this baseline connectivity score
9. Prepare draft project list
10. Community outreach to review draft project list and to share connectivity analysis (again using best practices for reaching DACs)
11. Community outreach to review draft project list and to share connectivity analysis (again using best practices for reaching DACs)
12. Community outreach to review draft project list and to share connectivity analysis (again using best practices for reaching DACs)
13. Community outreach to review draft project list and to share connectivity analysis (again using best practices for reaching DACs)
14. Establish policy recommendations for meeting bike parking demand at HSR terminals
15. Propose infrastructure necessary to meet recommendations
16. Create project list with cost estimates
17. Create advocacy strategy for local bicycle coalitions and other stakeholders
18. Review planned bike share spending and deliverables and propose more efficient plan to exceed current planned deliverables using current technology and more affordable business models to provide a bigger and more inclusive system
19. Develop a request for proposals
20. Choose vendor to provide bike share (next step)
21. Integrate new bike share plan into the Kern County Active Transportation Plan as supplement or as update to main document
22. Review maps and existing active transportation plans for existing and planned inter-city routes along the HSR corridor among aforementioned cities
23. Evaluate best practices from around the world for long-distance bike routes
24. Create project list with cost estimates
25. Integrate list into county active transportation plans as supplement or as updates to main document, where appropriate
26. Prepare recommendations for next steps and provide initial technical assistance on funding
27. Compile findings on bicycle access to HSR stations and inter-city bike connections into Inter-County Final Report, encompassing project lists, cost estimates, funding recommendations, and next steps.
28. Present Inter-County Final Report to Kern COG Board of Directors, Bakersfield City Council, Merced City Council, Madera City Council, Fresno City Council, Wasco City Council, Kings CAG, Tulare CAG, with goal of the boards or city councils accepting or adopting the plan.
29. Compile findings on bike share into Bakersfield Bike Share Final Report.
30. Present Bakersfield Bike Share Final Report to Bakersfield City Council and Kern COG Board of Directors, with goal of the board and city council accepting or adopting the plan.
31. Invoicing: submit complete invoice packages to Caltrans district staff based on milestones, at least quarterly.
32. Quarterly Reporting: submit quarterly reports to Caltrans district staff providing a summary of project progress and grant/local match expenditures.

End Products (Schedule)

1. Report of evaluation of existing plans
2. Existing Conditions report
3. Detailed list of pedestrian conditions
4. Draft and final community outreach plan
5. Notes on Community Meeting
6. GIS Report
7. Draft Project list
8. Meeting notes
9. Final Project list with timing and phasing, cost estimates and potential funding sources
10. Update Active Transportation Plans
11. Discuss “Next Steps” and suggest funding sources
12. Policy recommendations document
13. Identify existing routes and gaps
14. Presentations to Cities/Counties
15. Written acceptance of proposals by governing boards.

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Kern Council of Governments
OVERALL WORK PROGRAM – FY 2020/2021
Work Element # 609.1 – TRANSPORTATION DEMAND MANAGEMENT

Purpose & Goal*
To produce a Transportation Demand Management (TDM) Program that encourages alternatives to single occupant vehicle commuting and shared use mobility throughout Kern County.

*Meets the following California Planning Emphasis Areas: Core Planning Functions and Performance Management.

Previous Work
1. Rideshare Week 2006-2019;
2. Clean Air Month, Bike Month and Rideshare Week promotion and coordination;
3. Presentations to employers, community groups and schools;
4. Assistance to employers in developing rideshare programs;
5. Update and maintenance of ride match database;
6. Vanpool, bus, telework, pedestrian and bicycling promotion;
7. Park-and-ride facility development; and
8. Guaranteed Ride Home program management.

Study Design (Tasks & Responsible Agency)
1. Provide TOM outreach services (called CommuteKern) to individuals, employers and educational institutions. Service includes training, educating and working with Employee Transportation Incentive Program (eTRIP) Coordinators;
2. Provide ride matching, vanpool management, GIS maps of transit routes, and mile tracking services via ride matching software.
3. Respond to inquiries related to alternate forms of commuting;
4. Develop and distribute TOM promotional items and materials;
5. Coordinate local activities for California Rideshare Week, Clean Air Month, Bike Month and other special promotional events. Partner with local agencies as appropriate;
7. Promote CommuteKern services and events through media releases, advertising, social media and public outreach;
8. Create and distribute monthly electronic newsletter to eTRIP coordinators; and
9. Support efforts to expand park-and-ride capacity throughout Kern County through planning, outreach, and response to requests for assistance.

End Products (Schedule)
1. Advertising and marketing materials. (bimonthly) ($48,000)
2. Website www.CommuteKern.org and Ridematching software (annually) (Consultant) ($45,000)
4. TDM Outreach and promotions highlighting company employees who rideshare. (monthly) ($40,000).
5. Clean Air & Bike Months. (May 2020) ($18,000).
7. Employer Trip Reduction Incentive Program (eTRIP) Coordinator Meetings. (quarterly) ($5,000).
8. Employer rideshare events (monthly) ($5,000).

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Purpose & Goal*
Facilitate commercial vehicle operations (CVO) and interregional freight movement to ensure representation from all modes of the freight industry.

*Meets the following California Planning Emphasis Areas: Core Planning Functions, Performance Management and State of Good Repair.

Previous Work
1. San Joaquin Valley (SJV) Goods Movement Sustainable Implementation Plan (June 2017)
2. SJV Interstate 5 Corridor Study. (June 2017)
4. Short-Line Rail Study Phase II (March 2012)
6. Railroad Grade Separation Study (Jan. 2011)
7. Short-Line Rail Study Phase I (Dec. 2010)
9. SR-58 Origins and Destinations Truck Study (February 2009);
10. Caltrans Goods Movement Study for US-395 Corridor (June 2006);
11. San Joaquin Valley Movement Studies, Phase I (2000) and Phase II (2002);
12. Caltrans 2000 Statewide Freight Study;
13. The Eastern Sierra Freight Corridor Study (2019)

Study Design (Tasks & Responsible Agency)
1. Contact other agencies involved in freight programs for review and application to Kern County;
2. Coordinate with Caltrans on further statewide truck travel studies and I-5 Corridor Study;
3. Coordinate with FHWA on development of the primary freight network;
4. Coordinate with SJV COGs to develop the SJV Goods Movement Sustainable Implementation Plan;
5. Coordinate with other ongoing studies such as the Southern California Freight and Port Study and State Freight Plan Development;
6. Participate in Statewide Coordination Process to designate Critical Urban and Critical Rural Freight Corridors;
7. Analyze future use of short-line rail for goods movement;
8. Prioritize safety improvements for goods movement along railroads;
9. Assist the Central California Railroad Authority in achieving annual goals;
10. Evaluate goods movement and truck study data to propose improvement projects for freight movement and connectivity, e.g. truck lanes, off-ramp improvements etc.; and
11. Perform truck model evaluation.
End Products (Schedule)
1. Analyses and recommendations for goods movement and connectivity projects. (annually). ($15,000)
2. Central California Rail Shippers and Receivers Association meetings (annually). ($3,458)
3. Grade separation project analysis (annually). ($5,000)
4. Short-haul rail project analysis (annually). ($5,000)

Revenue Budget

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Purpose & Goal*
The Study will identify technology as well as non-traditional strategies to mitigate impacts of goods movement to all communities in the region. Strategies will include containerized freight load matching and diversion of truck shipments to rail.

*Meets the following California Planning Emphasis Areas: Core Planning Functions, Performance Management and State of Good Repair.

Previous Work
1. Phase I Kern Area Regional Goods-movement (KARGO) Study (June 2020)
2. SJV Goods Movement Sustainable Implementation Plan (June 2017)
3. SJV Interstate 5/99 Corridor Study (June 2017)
4. San Joaquin Valley (SJV) Interregional Goods Movement Plan (March 2013)
6. Railroad Grade Separation Study (Jan. 2011)
7. I-5/SR-99 Origins and Destinations Truck Study (October 2009)
8. SR-58 Origins and Destinations Truck Study (February 2009)

Study Design (Tasks & Responsible Agency)
1. Align the Study with the California Transportation Plan (CTP) 2040 (Consultant and Kern COG)
2. Ensure the Study conforms to 2017 RTP Guidelines and Promoting Sustainable Communities in California (Consultant and Kern COG)
3. Ensure the Study addresses California’s Complete Streets and Smart Mobility Framework (Consultant and Kern COG)
4. The Study will promote Climate Ready Transportation (Consultant and Kern COG)
5. The Study will address Environmental Justice and Disadvantaged Communities within the Study area (The Consultant and Kern COG)
6. The Study will include California Sustainable Freight Action Plan elements (Consultant and Kern COG)
7. The Study will include 2017 Climate Change Scoping Plan Update, Appendix C elements (Consultant and Kern COG)
8. Phase II KARGO Sustainability Study (June 2020)

End Products (Schedule)
1. Phase II KARGO Sustainability Study (December 2021) ($320,000)
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**Purpose & Goal**
The I-5 FREIGHT Zero Emissions Route Operations (ZERO) PILOT STUDY will evaluate the readiness of zero and near-zero emission technology on long-haul truck goods movement operations typically found in the San Joaquin Valley and statewide. The study will feature a short-term pilot that will test and measure performance of existing, available truck technologies on an approximately 200-mile segment of I-5 in the San Joaquin Valley. The project is being performed in partnership with eight San Joaquin Valley Regional Planning Agencies, Caltrans, California Air Resources Board, and the San Joaquin Valley Air Pollution Control District and UC Davis.

*Meet the following California Planning Emphasis Areas: Core Planning Functions, Performance Management and State of Good Repair.

**Previous Work**
1. SJV Goods Movement Sustainable Implementation Plan (June 2017)
2. SJV Interstate 5/99 Corridor Study (June 2017)
3. San Joaquin Valley (SJV) Interregional Goods Movement Plan (March 2013)
4. Project Management/Participation/Input – Kickoff Conference Call/Meeting between Consultant, Kern COG, Partner Agencies (February 2020)
5. Literature Review and Analysis of Freight Patterns in the San Joaquin Valley by the Consultant (June 2020)

**Study Design (Tasks & Responsible Agency)**
1. Assessment of Vehicle & Freight Efficiency Technologies (Consultant)
2. Development of Pilot Study Concept (Consultant)
3. Temporary Pilot Demonstration and Data Collection (Consultant)
4. Data Analysis (Consultant)
5. Updates to Pilot Study Concept/Final Report (Consultant)
6. Reporting (Consultant and Kern COG)

**End Products (Schedule)**
1. Tasks 1-4 Data Analysis (June 2021)
2. Task 5 Final Report (June 2021) ($193,845)

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Planning for recreational opportunities and open space is an integral part of the regional planning process, with particular emphasis on housing, environmental and transportation issues. The non-motorized element of the Regional Transportation Plan addresses recreational aspects of bicycling and pedestrian circulation.

No projects are programmed in FY 2020-2021.
Continuing education is an important aspect of the planning profession in order to facilitate effective responses to changing community needs and desires. Kern COG encourages staff members to take advantage of available education opportunities. Kern COG also encourages staff members to make full use of FHWA, FTA and other public agency sponsored workshops and training courses.

Professional development is another important aspect of the planning profession. Kern COG frequently hires interns from local college programs and provides them with hands-on professional planning experience.
Purpose & Goal*
Kern COG staff will provide grant-writing services to member agencies as well as other public agencies.

*Meets the following California Planning Emphasis Areas: Core Planning Functions and Performance Management.

Previous Work
- Provide GrantFinder software licenses to member agencies
- Kern COG 2018 BUILD grant application
- City of Bakersfield 2016 and 2017 FASTLANE grant applications
- City of Bakersfield 2017 INFRA grant application
- 2016 technology workshop

Study Design (Tasks & Responsible Agency)

1. Evaluate potential grants for eligibility; notify member agencies or Kern COG staff of relevant new grant opportunities. (ongoing)
2. Research, schedule, prepare and collaborate on grant applications. (ongoing)
3. Host grant workshops, invite funding agencies or successful project applicants. (ongoing)
4. Attend meetings of Kern COG’s Governing Board and technical planning committees as needed;
5. Prepare quarterly progress reports for meetings of the governing board and technical planning committees as needed;
6. Attend grant implementation meetings as needed.

End Products (Schedule)
1. Grant application support for Kern COG and member agencies ($19,000)
2. Produce grant applications ($46,000)
3. Grant seeking software licenses ($6,796)

Revenue Budget

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The Clearinghouse function requires an extensive program of review and comment involving many agencies and organizations within the region. These activities assure that proposed projects can be evaluated in relation to existing development, socioeconomic impact, transportation impact and local plans of environmental concerns.

The comprehensive planning process requires an ongoing and intensive coordination effort. Each planning element and planning jurisdiction is involved. This program is designed to provide technical assistance to the member agencies that have special needs. Proposed planning activity and demographic information is provided to the public, and citizens are offered an opportunity to assist in evaluating the appropriateness of plans that affect them.
Purpose & Goal*
To improve coordination among local jurisdictions on issues of common concern. Provide transportation-related leadership and technical assistance to member agencies to address regional and sub-regional issues, including sustainable development practices.

*Meets the following California Planning Emphasis Areas: Performance Management and State of Good Repair.

Previous Work
1. Technical assistance publications;
2. General plans;
3. Rosamond Visioning Process;
4. Tehachapi Bicycle Master Plan;
5. Arvin Jewett Square Bicycle Plan;
6. Bakersfield, California City, McFarland, Tehachapi Land Use and Circulation Element updates;
7. Bakersfield Habitat Conservation Plan;
8. Kern County Habitat Conservation Plan;
9. McFarland Bicycle Plan;
10. McFarland Traffic Impact Fee Study; and
11. Friant-Kern Canal Multi-Use Path.

Study Design (Tasks & Responsible Agency)
1. Provide planning and management services to meet special transportation needs of Kern COG member agencies;
2. Provide assistance in land use and transportation planning, programming and budgeting to cities with limited staffing capabilities;
3. Assist in developing land use and circulation element updates/urban development strategies and master environmental assessments, incorporate updated information into Kern COG traffic and land use models;
4. Assist member agencies with development and analysis of land use information as it relates to transportation, housing and jobs (Kern COG/consultant);
5. Assist member agencies with development and analysis of transportation and circulation information;
6. Assist member agencies with “Quick Response” Transportation Plan Analysis.

End Products (Schedule)
1. Memorandums of agreement with member agencies (Consultant) (quarterly) ($61,504).
## Revenue Budget

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</table>
Purpose & Goal*
To provide socio-economic information concerning the Kern County region.

*Meets the following California Planning Emphasis Areas: Core Planning Functions.

Previous Work
1. Database of Kern County socio-economic information;
2. Federal Home Mortgage Disclosure Repository;
3. State Census Data Center Affiliation certification;
4. Assist governmental agencies, business interests and the general public with accessing and interpreting socio-economic information; and
5. Assist in the development of Kern COG’s regional transportation model.

Study Design (Tasks & Responsible Agency)
1. Develop and maintain socio-economic information for support of the Kern COG travel demand and air quality planning programs;
3. Maintain California State Census Data Center Affiliate status;
4. Prepare California State Census Data Center reports;
5. Host workshops related to socio-economic information in the Kern Region;
6. Maintain collection of U.S. Census reports and provide library space for public inspection of the documents, including Home Mortgage Disclosure information;
7. Respond to and assist users of socio-economic information related to the Kern County region, including requests from member agencies, non-member agencies, private businesses and the general public; and
8. Attend related workshops and training sponsored by the California State Census Data Center and the U.S. Bureau of the Census.

End Products (Schedule)
1. Update community profiles for inclusion in Kern COG website ($10,000) (annually)
2. Socio-economic information database related to the Kern County area ($118,507) (monthly).

Revenue Budget

85
Purpose & Goal*
To coordinate transportation and air quality planning activities among the eight San Joaquin Valley (SJV) transportation planning agencies, including the advisory SJV Policy Council; California Department of Transportation (Caltrans); the San Joaquin Valley Air Pollution Control District (SJVAPCD), Inyo and Mono Counties; San Luis Obispo Council of Governments and; the Southern California Association of Governments (SCAG).

*Meets the following California Planning Emphasis Areas: Core Planning Functions, Performance Management and State of Good Repair.

Previous Work
1. San Joaquin Valley Regional Planning Agency MOU, Eastern Sierra MOU, and San Luis Obispo Council of Governments MOU;
2. San Joaquin Valley Transportation Modeling Committee;
3. Federal Transportation Improvement Program coordination;
4. California State Implementation Plan with SJVAPCD and Kern APCD;
5. SCAG/Kern COG Planning Coordination;
6. 2006-2020 San Joaquin Valley Regional Planning Agencies’ policy conferences; and
7. San Joaquin Valley Overall Work Program.

Study Design (Tasks & Responsible Agency)
1. Attend San Joaquin Valley Regional Transportation Planning Agencies (SJV COGs) meetings on transportation-related issues;
2. Meet and confer with Caltrans Districts 6 and 9 and the San Joaquin Valley Air Pollution Control District on transportation and air quality planning processes;
3. Coordinate with Inyo, Mono, San Bernardino Counties, SCAG, Caltrans District 6 and District 9 to discuss transportation issues and participate in long-range planning activities to address transportation models;
4. Attend Eastern Sierra Aviation Association meetings;
5. Coordinate and attend policy meetings with SCAG;
6. Coordinate long-range planning activities with SCAG;
7. Participate in SJV Regional Policy Council meetings and annual conference;
8. Attend regular California Association of Council of Governments (CalCOG) meetings with other MPOs and RTPAs statewide;
9. Participate in development of updates and amendments to the 2040 California Transportation Plan.

End Products (Schedule)
1. San Joaquin Valley Regional Transportation Planning Agencies meetings (monthly) ($40,000);
2. San Joaquin Valley transportation/air quality planning process (monthly) (Consultant) ($45,000);
3. San Joaquin Valley transportation planning agencies work plan/Policy Council coordination (monthly) (Consultant) ($25,000);
4. Air quality planning study (bi-monthly) ($10,000);
5. Kern COG/SCAG coordination meetings (annually) ($5,000);

Revenue Budget

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Purpose & Goal
The objective of the Executive Order 12372, is to foster an intergovernmental partnership and to strengthen federalism by relying on state and local processes for state and local coordination and review of proposed federal financial assistance. To make federal, state and local program and project proposals available for public review; determine consistency with regional comprehensive plans; and ensure adequate mitigation is proposed for impacts.

Previous Work
Areawide clearinghouse; grant and loan applications.

Study Design (Tasks & Responsible Agency)
1. In accordance with Executive Order 12372, Kern COG is designated the Local Clearinghouse for the Kern region. Kern COG’s primary responsibility is to review and comment on local applications for state and federal funding assistance. Types of applications may include:
   • Community Facilities Direct Loan Program;
   • Community Development Block Grant Program;
   • Home Investment Partnerships Program;
   • Emergency Solutions Grants Program;
   • Housing Preservation Grants;
2. Review federal programs and proposals, including urban impact assessment and all transportation-related proposals;
3. Forward appropriate documents and proposals to interested individuals and agencies;
4. Obtain and file copies of grant applications and project/program proposals.

End Products (Schedule)
1. Summary of grants and reviews (quarterly) ($1,811).

Revenue Budget

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The regional planning process, in order to successfully coordinate the integration of programs and encourage comprehensive planning, requires complex internal functions. Compliance with local, state and federal governmental programs, identifying area-wide needs, directing programs to meet those needs and coordinating programs from each level to complement the comprehensive planning efforts of the area requires extensive management and financial support.
Kern Council of Governments
OVERALL WORK PROGRAM – FY 2020/2021
Work Element # 1001.1 – LOCAL REIMBURSEMENT

Purpose & Goal
To provide local reimbursement for travel and promotional costs that are not eligible for federal reimbursement.

Previous Work
1. Kern COG-related travel;
2. Distribute promotional items at community events.

Study Design (Tasks & Responsible Agency)
1. Travel costs that exceed those allowed to employees of the State of California;
2. To provide local funding for the Annual Regional Awards Ceremony;
3. To provide local funding for the purchase of Kern COG promotional items; and
4. To provide funding for CalCOG Annual Dues.

End Products (Schedule)
1. Kern COG promotional items (quarterly) ($7,500);
2. Non-reimbursable travel (monthly) ($4,000);
3. Refreshments for Meetings (monthly) ($4,000)
4. Kern COG Regional Awards Ceremony (March 2021) ($30,000);
5. Kern COG 50th Anniversary Celebration (November 2020) ($15,000); and
6. CalCOG Annual Dues (annually) ($16,000).

Revenue Budget

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Consultant $39,500
Kern COG $58,962
Total $97,562
Purpose & Goal
To improve the Kern region’s potential for future state and federal transportation, housing, water, air quality and/or energy-related funding.

Previous Work
1. Kern COG’s regional federal legislative advocacy trips;
2. San Joaquin Valley COGs federal legislative advocacy trips;
3. Kern COG’s regional state legislative advocacy trips;
4. San Joaquin Valley COGs state legislative advocacy trips;
5. SB 325 (2011) Central California Rail Authority;
6. ACA 23 (2012) Transportation Sales Tax Measures—Voter Threshold; and

Study Design (Tasks & Responsible Agency)
1. Meetings, correspondence with lobbying consultants;
2. Craft legislative proposals and amendments;
3. Coordinate regional and Valleywide lobbying trips;
4. Develop white papers, fact sheets, talking point summaries, etc. for regional and Valleywide legislative advocacy trips.

End Products (Schedule)
1. New legislation related to transportation, housing, water, air quality and/or energy. (annually) ($10,000);
2. Legislative amendments regarding transportation, housing, water, air quality and/or energy-related bills (annually) ($10,000);
3. San Joaquin Valley COGs federal legislative advocacy trip. (Consultant) (September 2020) ($10,000);
4. San Joaquin Valley COGs state legislative advocacy trip. (Consultant) (March 2021) ($5,100).

Revenue Budget

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Kern Council of Governments
OVERALL WORK PROGRAM – FY 2020/2021
Work Element #1001.3 – TRANSPORTATION DEVELOPMENT ACT (TDA) PROGRAM

Purpose & Goal*
To effectively manage programs and funds developed pursuant to the Transportation Development Act (TDA), California Public Utilities Code Sections 99200, et. seq.

*Meets the following California Planning Emphasis Areas: Core Planning Functions, Performance Management and State of Good Repair.

Previous Work
1. Prior year records and reports, including financial transactions, claims, applications, resolutions, financial/compliance audits and performance audits.

Study Design (Tasks & Responsible Agency)

1. Create and manage the Local Transportation Fund and the State Transit Assistance Fund in accordance with state statutes and regulations and Kern COG program policy;
2. Maintain the local program rules and regulations manual;
3. Prepare an annual estimate of area apportionments; advise claimants of quarterly trust fund subsidiary account activity and balances;
4. Assist prospective claimants with annual claims, project lists, and local program administration;
5. Review, approve and process all claims and financial transactions;
6. Maintain general and subsidiary ledgers and books of original entry in accordance with generally accepted accounting principles; prepare periodic account reconciliations;
7. Prepare periodic financial statements and claim status reports;
8. Conduct annual financial and compliance audit of Kern COG and each claimant contract for appropriate financial reports by an independent, certified public accountant (consultant);
9. Conduct a triennial performance audit of Kern COG and each transit claimant and contract appropriate reports by a qualified firm (consultant);
10. Coordinate the Kern Social Service Transportation Advisory Committee and social services transit providers; oversee the Consolidated Transportation Service Agency;
11. Conduct annual determination, analysis, and resolution of unmet transit needs;
12. Prepare and approve the Annual Pedestrian and Bikeway Program of Projects; review projects as necessary;
13. Attend TDA administration seminars;
14. Monitor transit ridership and performance data monthly; conduct quarterly transit service operators’ meetings; and
15. Update Kern County’s Coordinated Human Services Transportation Plan (CHSTP) every five years.
End Products (Schedule)

1. Source journals, including cash receipts, cash disbursements, accounts receivable and claims payable. (monthly) ($5,000);
2. Financial statements and status reports, including a balance sheet and statement of revenues and disbursements. (monthly) ($5,000);
3. Annual estimate of area apportionments. (March 2019) ($5,000);
4. Subsidiary trust account statements. (quarterly) ($5,000)
5. Annual claims and applications. (Transit March 2019); (Pedestrian/Bike August 2019); (Streets/Roads September 2019) ($5,000);
6. Annual financial and compliance audit reports. (annually) (Consultant) $150,000
7. Triennial performance audit reports. (triennially) (Consultant)
8. Metro CTSA monitoring and evaluation report. (annually) ($5,000)
9. Annual TDA Pedestrian and Bikeway Program of Projects (annually) ($5,000);
10. Countywide ridership report. (January 2019) ($5,000);
11. Unmet transit needs finding and documentation. (June 2019) ($5,000);
12. Coordinated Human Services Transportation Plan Update. (every five years) (Consultant)
13. Social Service Transportation Advisory Committee meetings. (quarterly) ($5,000);
14. Special Transit Studies (biennially) (Consultant) ($50,257)
15. Monitor and evaluate the Social Service Transit Program in the Metro Bakersfield area. (quarterly) ($5,000);

Revenue Budget

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Purpose & Goal*
To inform and involve the public, member agencies and tribal governments in the decision-making process on issues affecting the Kern region, and to comply with Federal MAP-21 and Fixing America's Surface Transportation (FAST) Act public participation requirements.

*Meets the following California Planning Emphasis Areas: Core Planning Functions.

Previous Work
1. Public Involvement Procedures;
2. Kern News releases;
3. Kern COG’s Annual Report;
4. Informational brochures;
5. Public meetings and workshops coordination;
6. Meeting Briefs;
7. Kern COG webpage and Areawide Directory;
8. Legislative tracking and reporting;
9. Policy development and analysis;
10. Attend community events;
11. Community flier development and distribution;
12. Multi-media advertising development and distribution, including radio, social media and other Web-based formats; and
13. Regional Awards of Merit program.

Study Design (Tasks & Responsible Agency)
1. Compose and update various brochures, letters, memos, news releases and publications, including the Annual Report; Board Actions; Outreach Efforts and Areawide Directory, providing information regarding Kern COG, its member agencies and its activities;
2. Provide staff support for public participation efforts concerning regional issues;
3. Maintain and contribute to electronic and postal contact database for correspondence with member agencies and the public;
4. Maintain a public involvement program that complies with state open meeting laws, MAP-21 and FAST Act provisions;
5. Maintain involvement with community groups including: Cultiva La Salud; the Dolores Huerta Foundation; Center for Race, Poverty and the Environment; the Greater Bakersfield Chamber of Commerce; Natural Resources Defense Council; Kern Transportation Foundation; Leadership Counsel for Justice and Accountability; environmental justice organizations; healthy lifestyle advocate groups and others;
6. Engage, consult and coordinate with tribal governments, and specifically the Tejon Indian Tribe, regarding the transportation planning process;
7. Implement public involvement procedures, including legal notices, announcements, advertisements and product/project specific newsletter publication and conduct related workshops and meetings;
8. Compose, publish and maintain Kern COG's website (www.kerncog.org) and Facebook page;
9. Track and report on relevant legislation;
10. Develop and implement public involvement procedures evaluation methodology to assess strengths and weaknesses;
11. Develop, distribute and evaluate community transportation surveys;
12. Document and evaluate Kern COG's environmental justice process;
13. Broadcast Kern COG Board meetings on the local government channel;
14. Create a public education campaign about transportation funding for a broad range of individuals and groups throughout Kern.

End Products (Schedule)
1. Informational brochures, annual report and news releases (annually) ($20,000);
2. Kern COG Internet provider (monthly) (Consultant – KCSOS) $12,000);
3. Kern COG website maintenance (Consultant) (monthly) ($25,000);
4. Board meetings and other broadcasts (monthly) (Consultant – KGOV) $46,500);
5. Speaking engagements, community events (quarterly) ($73,196).

Revenue Budget

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Purpose & Goal*
Prepare and administer the annual work program, budget and quarterly reports; maintain an ongoing transportation planning process; involve local technical staff, administrative officers, Caltrans, tribal governments and elected officials in the transportation planning process.

*Meets the following California Planning Emphasis Areas: Core Planning Functions.

Previous Work
1. 2019-20 Kern COG financial plan and OWP development;
2. Public notices, announcements and workshops announcing the OWP.
3. 2019-20 OWP monitoring and monthly cost allocation;
4. 2019-20 Consolidated Planning Grant (CPG) invoices;

Study Design (Tasks & Responsible Agency)
1. Coordinate and prepare the OWP;
2. Prepare and submit OWP amendments as needed;
3. Submit monthly OWP reporting and billing to Caltrans, FWHA and FTA;
4. Quarterly reporting for CPG program.

End Products (Schedule)
1. Quarterly reporting for 2020-21 fiscal year (quarterly) ($11,070)
2. OWP and related public participation documentation for 2020-21 (monthly) ($200,000)
3. Coordinate 2021-22 OWP preparation (December 2020-May 2021) ($50,000)

Revenue Budget

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Revenue: $0

Toll Credits: $0

NCT Revenue: $0

96
The Kern Motorist Aid Authority (KMAA) was created on May 19, 1988. The Authority imposes a fee, not to exceed $1.00 per year, on non-exempt motor vehicles registered within the county. The additional fee is collected by the California Department of Motor Vehicles (DMV) at the time of vehicle registration or renewal.

The purpose of the Authority is to finance, implement, operate and maintain a motorist aid system pursuant to California Streets and Highways Code Sections 2550-2560. The system may include traveler information systems, Intelligent Transportation system architecture and infrastructure, and safety-related hazard and obstruction removal.
Purpose & Goal
To implement, maintain, and operate a motorist aid system including traveler assistance programs within Kern County.

Previous Work
1. Call Box Upgrade to 3G voice and 4G data technology (Fall 2016);
2. Call Box Retrofit & Upgrade Project (September 2009);
3. Call Box Program Evaluation & Needs Assessment (June 2006);
4. CalSAFE “Call Box Crash Worthiness Study” (June 2004);
5. The KMAA “Ten-Year Strategic Plan” (1998-2008);
6. Participate in the California Service Authority for Freeways and Expressways Committee (CalSAFE);
7. Call Box Removal Plan implementation;
8. Provide safety-related hazard and obstruction removal;
9. Maintain a financial accounting system in accordance with GAAP and enterprise fund accounting, including a general ledger and books of original entry, prepare quarterly financial statements, process monthly reconciliations; and

Study Design (Tasks & Responsible Agency)
1. Provide traveler information systems, Intelligent Transportation System architecture and infrastructure, and other transportation demand management services, and safety-related hazard and obstruction removal;
2. Prepare an annual KMAA work program and budget;
3. Review and approve for payment invoices for purchases & contractual services;
4. Maintain a financial accounting system in accordance with GAAP and enterprise fund accounting, including a general ledger and books of original entry; prepare quarterly financial statements; and process monthly reconciliations;
5. Provide for an annual financial and compliance audit by an independent certified public accountant for the purpose of attesting to and certifying records, internal control procedures and results of operations.

End Products (Schedule)
1. Annual work plan and budget (annually) ($10,000);

Revenue Budget

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98
Purpose & Goal
To design and operate a comprehensive 511 system for traveler information.

Previous Work
1. Integrate with other motorist aid and transportation demand management programs;
2. Integrate the Kern 511 Traveler Information System with the San Joaquin Valley Regional Transportation Planning Agencies 511 system;
3. Identify and define local issues related to network design and operation;
5. Perform quality assurance testing of Kern 511 Traveler Information System i.e. functional testing, integration testing and user acceptance testing; and
6. Promote the Kern 511 Traveler Information System through advertising and outreach.

Study Design (Tasks & Responsible Agency)
1. Investigate 511 network modification and expansion possibilities;
2. Evaluate new technological capabilities developed for 511 systems;
3. Coordinate with 511 consultant to develop a system hosting and maintenance plan providing for routine updates and quality analysis of data;
4. Provide periodic preventive and corrective maintenance of network hardware;
5. Continue the Kern 511 Traveler Information System Marketing Plan;
6. Provide for and analyze periodic statistical reports regarding 511 usage; and
7. Attend the ITS California Annual Conference including a session for 511 system operators.

End Products (Schedule)
1. Kern 511 Traveler Information System, including interactive voice recognition and website capabilities (monthly) ($5,000);
2. Kern 511 Traveler Information System Marketing Plan (biannually) ($10,000); and
3. Modifications and/or expansions to the 511 network (annually) ($4,423).

Revenue Budget

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**Cost Sharing totals:**
- Air Quality Planning: $70,610
- Environmental Review Program: $75,213
- Inventory Mapping: $48,737
- Mapping Services and Technical Support: $48,737
- Environmental Sustainability Program: $189,087
- Sustainable Communities Public Participation: $21,828
- Sustainable Communities Performance Measures: $275,716
- Sustainable Communities Advanced Tech Planning: $275,716
- Sustainable Communities Strategy Forecast and Travel Model Activity: $275,716

*Cost credits provided by the State of California are being utilized as a match for federal FHWA PL and FTA 5310 funds. The FHWA PL and FTA 5310 amounts shown in the Budget Revenue Summary Sheet represent 100% of the total federal participation cost, therefore cost credits are not included in the total revenue amount.*
Grantee Agency: Federal Transit Administration
Designated Recipient: California Department of Transportation Division of Transportation Planning
Program: Section 5304 Technical Planning Assistance (Rural)
WorkElement: 606.2, 606.3, 606.4

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Grantee Agency: Federal Transit Administration
Designated Recipient: California Department of Transportation Division of Transportation Planning
Program: Section 5303 Metropolitan Planning Assistance (Urban)
WorkElement: 101.1, 102.1, 201.1, 201.2, 601.1, 606.1

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Grantee Agency: Federal Highway Administration
Designated Recipient: California Department of Transportation
Program: FHWA-PL (Formula Planning)
WorkElement: Various

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Grantee Agency: Federal Highway Administration
Designated Recipient: California Department of Transportation
Program: Regional Surface Transportation Program
WorkElement: 603.2

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### Kern Council of Governments

**FY 2020-2021 Overall Work Program**

**Financial Summary Chart**

**FOOTNOTE LEGEND**

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(13) Grantor Agency: Kern COG Member Agencies
Designated Recipient: TDA, Administration & Regional Planning Contribution
Program: Various
WorkElement: Various

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(14) Grantor Agency: Kern COG Member Agencies
Designated Recipient: Service Contracts and Sales
Program: 601.6, 2001.1, 2002.1

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VII. INFORMATION ELEMENT/OTHER ENTITIES PLANNING ACTIVITIES
VIII. APPENDICES
# LIST OF COMMONLY USED ACRONYMS

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February 20, 2020

TO: Kern Council of Governments

FROM: Ahron Hakimi,
Executive Director

By: Becky Napier
Deputy Director - Administration

SUBJECT: KERN COUNCIL OF GOVERNMENTS CONSENT AGENDA ITEM: III. D.
Regional Planning Advisory Committee By-Laws Update

DESCRIPTION:

Amend the Regional Planning Advisory Committee (RPAC) By-Laws to add one permanent voting member for the Tejon Indian Tribe and amend Article VI. Meetings, Section 3 as it relates to what constitutes a quorum. County Counsel has reviewed this item.

DISCUSSION:

Chairman Escobedo of the Tejon Indian Tribe attended the Stakeholder Roundtable Meeting on Wednesday, January 22, 2020 and met with Executive Director Hakimi after the meeting. During their meeting Executive Director Hakimi agreed to establish a permanent seat on the RPAC for the Tejon Indian Tribe to continue the process to establish consultation and collaboration on a Government-to-Government basis with the Tribe as required by Federal law.

Over the past several years, there have been many times when the RPAC did not achieve a quorum in order to vote on items. In order to help prevent this occurrence in the future, staff is proposing to change the rules for a quorum to “a majority of the members appointed in accordance with Article III who are present at the meeting, either in person, by conference call, or by video teleconference”. This change has been discussed with the attorney and is allowed by the Brown Act.

The RPAC recommends approval of the By-Laws Update.

ACTION: Approve the RPAC By-Laws Update.
KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE
BY LAWS

Adopted 05-19-11
Amended 09-15-11
Amended 10-20-11
Amended 03-15-12
Amended 02-20-20

ARTICLE I. NAME

The name of the committee shall be "Kern Council of Governments Regional Planning Advisory Committee (Kern COG RPAC)."

ARTICLE II. PURPOSE

The purpose of the Regional Planning Advisory Committee is to review and make recommendations on key activities associated with regional transportation plans and other planning issues, including SB 375 implementation. The goal of the Kern COG RPAC is to seek all points of view from Kern COG member agencies and agency partners working to reach consensus on issues.

Section 1. The Kern COG RPAC is created to provide a forum to review and develop recommendations on regional plans for the Kern region and other planning related matters.

Section 2. The Kern COG RPAC shall review and develop recommendations to Kern Council of Governments' Transportation Planning Policy Committee or the Kern COG Board on the following topics:

- Appropriate Planning Related Sections of the Regional Transportation Plan
- Blueprint Planning
- Climate Change Planning
- Sustainable Communities Planning
- Regional Housing Needs Assessment
- Land use and population projections
- Studies related to the environment (air, water, green print, habitat, annexation)
- Rural-Urban Connections Strategy
- Appropriate studies for inclusion in the annual Overall Work Program
- Other matters as referred by the Kern COG Board.
ARTICLE III.  MEMBERSHIP AND VOTING

Section 1. Members of the Regional Planning Advisory Committee are Planning Directors, Community Development Directors or their designees from each of Kern Council of Governments’ member jurisdictions. If the member agency does not have the equivalent of a Planning Director, the manager/administrator from that jurisdiction/agency **shall** designate a representative and alternate from the management level. Alternates are required to have a signed written permission to vote from the primary representative.

The following additional voting members are included:

In addition to member jurisdiction representatives, the RPAC shall have additional voting representatives from:

- Golden Empire Transit District
- Caltrans District 6
- Tejon Indian Tribe

**Community At-Large Voting Members:** three at large members shall represent varied economic, social and geographic sectors. At large members could include appointed representatives from business groups, non-profit organizations, and tribes. The at large members shall be appointed by the Kern COG Board:

- Business Groups
- Non Profit Organizations
- Military
- Tribes

**Ex-Officio Non-Voting Members:** two permanent ex-officio non-voting members shall consist of the Executive Officer of the Local Agency Formation Commission (LAFCO) and the President/CEO of the Kern Economic Development Corporation (KEDC) or his/her designated representative. The ex-officio non-voting members shall not count toward attainment of a quorum of the RPAC.

Section 2. If consensus cannot be reached on an issue, the question may be put to a vote of the majority of those present.

a. Each designated member shall have one vote.

b. Minutes, meeting adjournment and other administrative items shall be put to a vote in accordance with the rules of order as defined in **ARTICLE VI, Section 4.**
ARTICLE IV. OFFICERS

Section 1. The officers of the Kern COG RPAC shall be the Chair, Vice-Chair and Secretary.

Section 2. The Chair and Vice-Chair shall be elected from among members of the appointed committee members at the first meeting of each year.

Section 3. In the temporary absence of the Chair and Vice-Chair, the committee members present shall elect a Chair Pro Tem from among the membership of the committee.

Section 4. The Secretary shall be the Kern COG Executive Director, or designee.

Section 5. If, for any reason, the office of Chair or Vice-Chair becomes vacant, a successor shall be nominated and elected by the voting members to complete the term of the retiring officer; provided, however, that said member shall also be a member of the committee and provided further that, if the office of Chair becomes vacant, the successor who is elected as provided herein, shall not be disqualified from serving as Chair for the next regular term.

ARTICLE V. POWER AND DUTIES OF OFFICERS

Section 1. The Chair shall:
   a. Preside at regular and special meetings.
   b. Appoint sub-committee members as required.

Section 2. The Vice-Chair shall serve in the absence of the Chair.

Section 3. The Executive Director of Kern Council of Governments or their designee shall serve as the Secretary of the RPAC. The Secretary shall do the following:
   a. Prepare and distribute the agenda for each meeting to the Kern COG RPAC members.
   b. Prepare and print minutes of each meeting.
   c. Be responsible for maintaining all records of the Kern COG RPAC.
   d. Be responsible for preparing all necessary reports and programs.
   e. Be responsible for documenting and forwarding Kern COG RPAC recommendations to the Kern COG Transportation Planning Policy Committee or the Kern COG Board.
ARTICLE VI.  MEETINGS

Section 1.  One regular meeting will be held monthly at a time and place designated by the committee. All meeting agendas shall be posted on the Kern COG website and on the prescribed bulletin board.

Section 2.  Special meetings may be called by the Chair or at the request of five (5) voting members.

Section 3.  A quorum shall consist of a majority of the members appointed in accordance with Article III who are present at the meeting, either in person, by conference call, or by video teleconference. A quorum may be achieved by a voting member's attendance in person, by conference call, or by video teleconference.

Section 4.  Robert's Rules of Order shall serve as the rules for conducting meetings.

Section 5.  Committee must hold at least 1 meeting annually.

ARTICLE VII.  GENERAL PROVISIONS

Section 1.  Meeting procedures shall be confined to items on the agenda, and related discussion as provided by the Brown Act, at the discretion of the Chair.

Section 2.  Minutes of meetings shall be sent to each of the jurisdictions represented in Kern COG and agency partners.

Section 3.  No member or officer of Kern COG RPAC shall issue any public statement which purports to be an official attitude or position of the organization or Kern Council of Governments.

Section 4.  Any amendments of these by-laws must be approved by the Kern Council of Governments Board of Directors.

Section 5.  Conflict Resolution: In the event of conflicting recommendations with other committees the chair may name two representatives to an ad hoc subcommittee with an equal number of representatives from the other committee to develop a recommendation for resolving the conflict. The ad hoc subcommittee recommendation will be provided to the TPPC and/or Kern COG Board of Directors along with each of the regular committees’ original recommendations and any dissenting views.
TO: Kern Council of Governments Board of Directors

FROM: Ahron Hakimi, Executive Director
By: Susanne Campbell, Rideshare Coordinator

SUBJECT: KERN COUNCIL OF GOVERNMENTS CONSENT AGENDA ITEM III. E.
Program Supplement Agreement – Rideshare Program

DESCRIPTION:

Pursuant to Kern COG policy, the Board shall review and approve grant-funding agreements. On February 5, 2020, staff received from Caltrans Program Supplement Agreement No. F-040 for $190,960 to implement a transportation demand management and rideshare program.

DISCUSSION:

On February 5, 2020, staff received federal authorization (E-76) to proceed with work on the thirteenth year of Kern COG’s CMAQ-funded transportation demand management and Rideshare program. Program Supplement Agreement No. F-040 to Administering Agency-State Agreement No. 06-6087F15 for $215,701 must be signed and returned before Kern COG can invoice against the funding for reimbursement.

ACTION:

Approve Program Supplement Agreement, and authorize Chair to sign Agreement and Resolution No. 20-04. ROLL CALL VOTE
This Program Supplement hereby adopts and incorporates the Administering Agency-State Agreement for Federal Aid which was entered into between the Administering Agency and the State on 05/02/16 and is subject to all the terms and conditions thereof. This Program Supplement is executed in accordance with Article I of the aforementioned Master Agreement under authority of Resolution No. approved by the Administering Agency on (See copy attached).

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

PROJECT LOCATION: Kern County

TYPE OF WORK: 19/20 Rideshare

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<th>Estimated Cost</th>
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<td>$215,701.00</td>
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KERN COUNTY COUNCIL OF GOVERNMENTS

By
Title
Date
Attest

STATE OF CALIFORNIA
Department of Transportation

By
Chief, Office of Project implementation
Division of Local Assistance

Date

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

Accounting Officer

Date 2/4/20 $190,960.00
SPECIAL COVENANTS OR REMARKS

1. A. The ADMINISTERING AGENCY will advertise, award and administer this project in accordance with the current published Local Assistance Procedures Manual.

B. ADMINISTERING AGENCY agrees that it will only proceed with work authorized for specific phase(s) with an "Authorization to Proceed" and will not proceed with future phase(s) of this project prior to receiving an "Authorization to Proceed" from the STATE for that phase(s) unless no further State or Federal funds are needed for those future phase(s).

C. STATE and ADMINISTERING AGENCY agree that any additional funds which might be made available by future Federal obligations will be encumbered on this PROJECT by use of a STATE-approved "Authorization to Proceed" and Finance Letter. ADMINISTERING AGENCY agrees that Federal funds available for reimbursement will be limited to the amounts obligated by the Federal Highway Administration.

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

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

E. ADMINISTERING AGENCY agrees, as a minimum, to submit invoices at least once every six months commencing after the funds are encumbered for each phase by the execution of this Project Program Supplement Agreement, or by STATE's approval of an applicable Finance Letter. STATE reserves the right to suspend future authorizations/obligations for Federal aid projects, or encumbrances for State funded projects, as well as to suspend invoice payments for any on-going or future project by ADMINISTERING AGENCY if PROJECT costs have not been invoiced by ADMINISTERING AGENCY for a six-month period.

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

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

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

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

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

H. As a condition for receiving federal-aid highway funds for the PROJECT, the Administering Agency certifies that NO members of the elected board, council, or other key decision makers are on the Federal Government Exclusion List. Exclusions can be found at www.sam.gov.

2. A. ADMINISTERING AGENCY shall conform to all State statutes, regulations and procedures (including those set forth in the Local Assistance Procedures Manual and the Local Assistance Program Guidelines, hereafter collectively referred to as "LOCAL ASSISTANCE PROCEDURES") relating to the federal-aid program, all Title 23 Code of
SPECIAL COVENANTS OR REMARKS

Federal Regulation (CFR) and 2 CFR Part 200 federal requirements, and all applicable federal laws, regulations, and policy and procedural or instructional memoranda, unless otherwise specifically waived as designated in the executed project-specific PROGRAM SUPPLEMENT.

B. Invoices shall be formatted in accordance with LOCAL ASSISTANCE PROCEDURES.

C. ADMINISTERING AGENCY must have at least one copy of supporting backup documentation for costs incurred and claimed for reimbursement by ADMINISTERING AGENCY. ADMINISTERING AGENCY agrees to submit supporting backup documentation with invoices if requested by State. Acceptable backup documentation includes, but is not limited to, agency’s progress payment to the contractors, copies of cancelled checks showing amounts made payable to vendors and contractors, and/or a computerized summary of PROJECT costs.

D. Indirect Cost Allocation Plan/Indirect Cost Rate Proposals (ICAP/ICRP), Central Service Cost Allocation Plans and related documentation are to be prepared and provided to STATE (Caltrans Audits & Investigations) for review and approval prior to ADMINISTERING AGENCY seeking reimbursement of indirect costs incurred within each fiscal year being claimed for State and federal reimbursement. ICAPs/ICRPs must be prepared in accordance with the requirements set forth in 2 CFR, Part 200, Chapter 5 of the Local Assistance Procedural Manual, and the ICAP/ICRP approval procedures established by STATE.

E. STATE will withhold the greater of either two (2) percent of the total of all federal funds encumbered for each PROGRAM SUPPLEMENT or $40,000 until ADMINISTERING AGENCY submits the Final Report of Expenditures for each completed PROGRAM SUPPLEMENT PROJECT.

F. Payments to ADMINISTERING AGENCY for PROJECT-related travel and subsistence (per diem) expenses of ADMINISTERING AGENCY forces and its contractors and subcontractors claimed for reimbursement or as local match credit shall not exceed rates authorized to be paid rank and file STATE employees under current State Department of Personnel Administration (DPA) rules. If the rates invoiced by ADMINISTERING AGENCY are in excess of DPA rates, ADMINISTERING AGENCY is responsible for the cost difference, and any overpayments inadvertently paid by STATE shall be reimbursed to STATE by ADMINISTERING AGENCY on demand within thirty (30) days of such invoice.

G. ADMINISTERING AGENCY agrees to comply with 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles and Audit Requirement for Federal Awards.

H. ADMINISTERING AGENCY agrees, and will assure that its contractors and subcontractors will be obligated to agree, that Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be
used to determine the allowability of individual PROJECT cost items.

I. Every sub-recipient receiving PROJECT funds under this AGREEMENT shall comply with 2 CFR, Part 200, 23 CFR, 48 CFR Chapter 1, Part 31, Local Assistance Procedures, Public Contract Code (PCC) 10300-10334 (procurement of goods), PCC 10335-10381 (non-A&E services), and other applicable STATE and FEDERAL regulations.

J. Any PROJECT costs for which ADMINISTERING AGENCY has received payment or credit that are determined by subsequent audit to be unallowable under 2 CFR, Part 200, 23 CFR, 48 CFR, Chapter 1, Part 31, and other applicable STATE and FEDERAL regulations, are subject to repayment by ADMINISTERING AGENCY to STATE.

K. STATE reserves the right to conduct technical and financial audits of PROJECT WORK and records and ADMINISTERING AGENCY agrees, and shall require its contractors and subcontractors to agree, to cooperate with STATE by making all appropriate and relevant PROJECT records available for audit and copying as required by the following paragraph:

ADMINISTERING AGENCY, ADMINISTERING AGENCY'S contractors and subcontractors, and STATE shall each maintain and make available for inspection and audit by STATE, the California State Auditor, or any duly authorized representative of STATE or the United States all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts and ADMINISTERING AGENCY shall furnish copies thereof if requested. All of the above referenced parties shall make such AGREEMENT, PROGRAM SUPPLEMENT, and contract materials available at their respective offices at all reasonable times during the entire PROJECT period and for three (3) years from the date of submission of the final expenditure report by the STATE to the FHWA.

L. ADMINISTERING AGENCY, its contractors and subcontractors shall establish and maintain a financial management system and records that properly accumulate and segregate reasonable, allowable, and allocable incurred PROJECT costs and matching funds by line item for the PROJECT. The financial management system of ADMINISTERING AGENCY, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles, enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices set to or paid by STATE.

M. ADMINISTERING AGENCY is required to have an audit in accordance with the Single Audit Act of 2 CFR 200 if it expends $750,000 or more in Federal Funds in a single fiscal year of the Catalogue of Federal Domestic Assistance.

N. ADMINISTERING AGENCY agrees to include all PROGRAM SUPPLEMENTS adopting the terms of this AGREEMENT in the schedule of projects to be examined in ADMINISTERING AGENCY's annual audit and in the schedule of projects to be
SPECIAL COVENANTS OR REMARKS

examined under its single audit prepared in accordance with 2 CFR, Part 200.

O. ADMINISTERING AGENCY shall not award a non-A&E contract over $5,000, construction contracts over $10,000, or other contracts over $25,000 [excluding professional service contracts of the type which are required to be procured in accordance with Government Code sections 4525 (d), (e) and (f)] on the basis of a noncompetitive negotiation for work to be performed under this AGREEMENT without the prior written approval of STATE. Contracts awarded by ADMINISTERING AGENCY, if intended as local match credit, must meet the requirements set forth in this AGREEMENT regarding local match funds.

P. Any subcontract entered into by ADMINISTERING AGENCY as a result of this AGREEMENT shall contain provisions B, C, F, H, I, K, and L under Section 2 of this agreement.
RESOLUTION NO. 20-04

In the matter of:

PROGRAM SUPPLEMENT NO. F040 FOR KERN COG’S COUNTYWIDE RIDESHARING PROGRAM

WHEREAS, Kern Council of Governments (Kern COG) is a regional transportation planning agency and a metropolitan planning organization (MPO); and

WHEREAS, the MPO is required to meet federal air quality conformity requirements in order to develop, maintain and endorse the Federal Transportation Improvement Program (FTIP); and

WHEREAS, Kern County is geographically located in the San Joaquin Valley Unified Air Pollution Control District, which is considered by the federal Environmental Protection Agency as an ‘extreme’ non-attainment area for ozone and particulate matter under 10 microns; and

WHEREAS, Kern COG, has committed to implement a countywide ridesharing program aimed at building awareness of clean-air commute alternatives; and

WHEREAS, Kern COG requires payment of federal funds to fund its Rideshare program; and

WHEREAS, the attached Program Supplement No. F040 is required to engage in the Rideshare program.

NOW, THEREFORE, BE IT RESOLVED THAT:

Kern Council of Governments adopts Program Supplement No. F040 and authorizes the Chair and the Executive Director to sign the Resolution and Program Supplement No. F040

AUTHORIZED AND SIGNED THIS 20th DAY OF FEBRUARY 2020

AYES:

NOES:

ABSTAIN:

ABSENT:

____________________________
Bob Smith, Chair
Kern Council of Governments

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of Kern Council of Governments duly authorized at a regularly scheduled meeting held on the 20th day of February 2020.

_________________________________   Date: __________________________
Ahron Hakimi, Executive Director
Kern Council of Governments
February 20, 2020

TO: Kern Council of Governments

FROM: Ahron Hakimi, Executive Director
      Michael Heimer, Regional Planner

BY: Michael Heimer, Regional Planner

SUBJECT: KERN COUNCIL OF GOVERNMENTS CONSENT AGENDA ITEM: III. F. Agreement for Payment of Shared Cost for Aerial Imagery

DESCRIPTION:
The City of Bakersfield (Bakersfield), County of Kern (County) and Kern Council of Governments (Kern COG) have negotiated an agreement to purchase aerial photography. Under the agreement, Kern COG will reimburse Bakersfield $59,485 for county-wide photography.

DISCUSSION:
Kern COG uses aerial imagery to analyze the impacts of new development on future transportation and air quality as well as in support of its mapping program. This imagery update will be timed to coincide with the 2020 Decennial Census, giving demographics based upon the 2020 Census a visual reference. In an effort to distribute costs equally, Kern COG and County will each pay half the cost of one foot county-wide imagery and Bakersfield will pay for ten-centimeter metropolitan area imagery.

Through this agreement, Bakersfield will provide 2020 aerial imagery as stated in the agreement to Kern COG. The agreement requires Kern COG to compensate Bakersfield in the amount of $59,485.00.

ACTION:
Authorize the Chair to sign the Agreement for Payment of Shared Cost for Aerial Imagery between the City of Bakersfield, the County of Kern and Kern Council of Governments. VOICE VOTE.
February 20, 2020

TO: Kern Motorist Aid Authority

FROM: Ahron Hakimi
Executive Director

BY: Becky Napier
Deputy Director - Administration

SUBJECT: KERN COUNCIL OF GOVERNMENTS CONSENT AGENDA ITEM III. G.
Agreement for Safety-Related Hazard and Obstruction Removal on State Highways

DESCRIPTION

Consideration of a Memorandum of Agreement between Kern Council of Governments, acting as the Kern Motorist Aid Authority, and the County of Kern for safety-related hazard and obstruction removal on state highways within Kern County in the amount of $50,000. This item has been reviewed by County Counsel.

DISCUSSION

The County of Kern, using clients from the Homeless Shelter, is proposing to continue safety-related hazard and obstruction removal on state highways outside of Metro Bakersfield that was previously accomplished through the Kern County Sheriff's Department. The term of this agreement is from the Execution Date of the MOA through June 30, 2020.

Attached for Board consideration the Memorandum of Agreement between the County of Kern and the Kern COG Board, acting as the Kern Motorist Aid Authority to contribute $50,000 in motorist aid funds for safety-related hazard and obstruction removal from the state highways within Kern County.

ACTION

Approve the Memorandum of Agreement between Kern Council of Governments, acting as the Kern Motorist Aid Authority, and the County of Kern and authorize the Chair to execute the Agreement.

VOICE VOTE.
MEMORANDUM OF AGREEMENT BETWEEN
KERN COUNCIL OF GOVERNMENTS ACTING AS THE
KERN MOTORIST AID AUTHORITY AND
THE COUNTY OF KERN

THIS MEMORANDUM OF AGREEMENT ("Agreement"), made and entered into on
("Execution Date"), is by and between the County of Kern
("COUNTY") and Kern Council of Governments acting as the Kern Motorist Aid Authority, a joint
powers entity ("KERN COG"). County and Kern COG are referred to individually as a "Party" and
collectively as the "Parties".

W I T N E S S E T H

A. KERN COG adopted the FY 2019-20 Overall Work Program and Financial Plan; and

B. KERN COG acting as the Kern Motorist Aid Authority adopted a Financial Plan for operation
and maintenance of a motorist aid system; and

C. California Streets and Highways Code Section 2557(d) states that monies that exceed the
amount needed for full implementation and ongoing costs to maintain and operate the motorist
aid system, may be used for purposes of safety-related motorist aid projects; and

D. Studies show that roadway hazards and obstructions, including litter and debris cause
numerous accidents per year in North America; and

E. The COUNTY has established a program for hazard and obstruction removal on state highways
traversing the COUNTY; and

F. KERN COG acting as the Kern Motorist Aid Authority is willing to provide funding to assist with
hazard and obstruction removal on state highways traversing through the COUNTY excluding
the Bakersfield City Limits.

NOW, THEREFORE, IT IS MUTUALLY AGREED AS FOLLOWS:

1. COUNTY shall be the lead agency for the operation of the hazard and obstruction removal
program on state highways traversing through the COUNTY.

2. When the program is established, COUNTY shall submit a monthly invoice to KERN COG
to be used for hazard and obstruction removal on state highways in Kern County. The first
invoice shall be dated after the Execution Date of this Agreement, and the final invoice
shall be dated before June 30, 2020.

3. KERN COG shall provide COUNTY up to fifty thousand dollars ($50,000) from funds
programmed in the Kern Motorist Aid Financial Plan to pay for costs incurred by COUNTY
in hazard and obstruction removal on state highways in Kern County.

4. COUNTY shall provide an oral report to the Kern COG Board on the amount of hazards
and obstructions removed from state highways in Kern County.

5. The term of this Agreement shall be from the Execution Date through June 30, 2020.

6. Either Party may, at its sole discretion, terminate this Agreement at any time by giving 30
days written notice to the other Party.

7. Each Party shall defend, indemnify, and hold harmless, the other party, and their
respective officers, directors, employees, agents, members, shareholders, partners, joint
ventures, affiliates, successors, and assigns from and against any and all liabilities, obligations, claims, demands, suits, losses, expenses, damages, fines, judgments, settlements, and penalties, including, without limitation, costs, expenses, and attorneys’ fees incident thereto, arising out of or based upon contract damages, property damage, or bodily injury (including death at any time resulting there from) to any person, including the indemnifying party’s employees, affiliates, or agents, occasioned by or in connection with (1) the indemnifying party’s negligent performance of (or failure to perform) the contract duties hereunder; (2) a violation of any laws or any negligent act or omission by the indemnifying party’s or its affiliates, subcontractors, agents or employees during the performance of the contract duties hereunder; or (3) a breach of this Agreement by the indemnifying party or any of its affiliates, subcontractors, agents, or employees. The aforesaid obligation of indemnity shall be construed so as to extend to all legal, defense and investigation costs, as well as all other reasonable costs, expenses and liabilities incurred by the party indemnified (including reasonable attorneys’ fees), from and after the time at which the party indemnified received notification (whether verbal or written) that a claim or demand is to be made or may be made. Both parties’ obligations under this Section do not extend to any liability caused by the sole negligence of the other party. This Section shall survive the termination or expiration of this Agreement.

8. No waiver of a breach of any provision of this Agreement shall constitute a waiver of any other breach, or of such provision. Failure of either Party to enforce at any time, or from time-to-time, any provision of this Agreement shall not be construed as a waiver thereof. The remedies herein reserved shall be cumulative and in addition to any other remedies in law or equity.

9. Should any part, term, portion, or provision of this Agreement be finally decided to be in conflict with any law of the United States or the State of California, or otherwise be unenforceable or ineffectual, the validity of the remaining parts, terms, portions, or provisions shall be deemed severable and shall not be affected thereby, provided such remaining portions or provisions can be construed in substance to constitute the agreement which the Parties intended to enter into in the first instance.

10. This Agreement contains the entire agreement of the Parties relating to the rights herein granted and the obligations herein assumed. Any oral representations or modifications concerning this Agreement shall be of no force or effect excepting a subsequent modification in writing, signed by the party to be charged.

11. The terms of this Agreement shall be construed and interpreted under, and all respective rights and duties shall be governed by, the laws of the State of California.

12. Any notice or notices required or permitted to be given pursuant to this Agreement may be personally served on the other Party by the Party giving such notice or may be served by certified mail, return receipt requested, to the following addresses:

TO KERN COG: Ahron Hakimi, Executive Director
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, California 93301

TO COUNTY: Tim Garrison, General Services Manager
General Services Department
County of Kern
1115 Truxtun Avenue, 3rd Floor
Bakersfield, CA 93301
13. The individual executing this Agreement on behalf of each Party warrants that he/she is authorized to execute the Agreement on behalf of their agency and that the agency will be bound by the terms and conditions contained herein.

14. COUNTY acknowledges that COUNTY, and all subcontractors hired by COUNTY to perform services under this Agreement, are aware of and understand the Immigration Reform and Control Act ("IRCA"). COUNTY is and shall remain in compliance with the IRCA and shall ensure that any subcontractors hired by COUNTY to perform services under this Agreement are in compliance with the IRCA.

15. COUNTY agrees to maintain and make available to KERN COG accurate books and records relative to all its activities under this Agreement. COUNTY shall permit KERN COG to audit, examine and make excerpts and transcripts from such records, and to conduct audits of all invoices, materials, and records of personnel or other data related to all other matters covered by this Agreement. COUNTY shall maintain such data and records in an accessible location and condition for a period of not less than three years from the date of final payment under this Agreement, or until after the conclusion of any audit, whichever occurs last. The State of California and/or any federal agency having an interest in the subject of this Agreement shall have the same rights conferred upon KERN COG herein.

16. COUNTY shall observe and comply with all applicable state, federal, and local laws, ordinances, rules and regulations now in effect or hereafter enacted, each of which are hereby made a part hereof and incorporated herein by reference.

THE REMAINDER OF THIS PAGE INTENTIONALLY LEFT BLANK
IN WITNESS WHEREOF, the Parties have caused this MEMORANDUM OF AGREEMENT to be executed by their respective officers and agents thereunto duly authorized as of the Execution Date.

KERN COUNCIL OF GOVERNMENTS

____________________________________
Bob Smith, Chair
"KERN COG"

APPROVED AS TO CONTENT:

____________________________________
Ahron Hakimi, Executive Director
Kern Council of Governments

APPROVED AS TO FORM:

____________________________________
Brian Van Wyk,
Deputy County Counsel
For KERN COG

COUNTY OF KERN

____________________________________
COUNTY OF KERN
"COUNTY"

APPROVED AS TO CONTENT:

____________________________________
County of Kern

APPROVED AS TO FORM:

____________________________________
Gurujodha Khalsa,
Chief Deputy County counsel
COUNTY OF KERN

COUNTERSIGNED: