

**AGENDA**  
**KERN COUNCIL OF GOVERNMENTS**  
**TRANSPORTATION PLANNING POLICY COMMITTEE**

**KERN COG CONFERENCE ROOM**  
**1401 19<sup>TH</sup> STREET, THIRD FLOOR**  
**BAKERSFIELD CA 93301**

**THURSDAY**  
**May 21, 2020**  
**6:30 P.M.**

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

**6:00 P.M. WORKSHOP:**  
**CANCELLED**

***Due to the directives of Governor Gavin Newsom (Executive Order N-25-20), the Transportation Planning Policy Committee and the Kern COG Board will provide a phone-in option for the meetings. We encourage the members of the public to participate in the May 21, 2020 meetings via conference call. Members of the public who wish to attend in person must adhere to social distancing requirements. Board Members will have the option of calling into the meetings via conference line. This action is in response to the Pandemic and shall not create a precedent for future meetings.***

**Kern COG TPPC and Board**

Thursday, May , 2020 6:30 PM - 8:00 PM (PDT)

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

**I. PLEDGE OF ALLEGIANCE**

**II. ROLL CALL:** Gurrola, Crump, McFarland, Alvarado, Vallejo, Scrivner, Mower, Krier, P. Smith, Lessenevitch, B. Smith, Couch, Reyna

**Congestion Management Agency Ex-Officio Members:** Kiernan, Dermody, Gordon, Parra

**III. PUBLIC COMMENTS:** This portion of the meeting is reserved for persons to address the Committee on any matter not on this agenda but under the jurisdiction of the Committee. Committee members may respond briefly to statements made or questions posed. They may ask a question for clarification, make a referral to staff for factual information or request staff to report back to the Committee at a later meeting. **SPEAKERS ARE LIMITED TO TWO MINUTES, WITH THE AUTHORITY OF THE CHAIR TO EXTEND THE TIME LIMIT AS DEEMED APPROPRIATE FOR CONDUCTING THE MEETING.**

PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD PRIOR TO MAKING A PRESENTATION.

Disabled individuals who need special assistance to attend or participate in a meeting of the Transportation Planning Policy Committee may request assistance at 1401 19th Street Suite 300; Bakersfield CA 93301 or by calling (661) 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.

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

**A. Approval of Minutes –March 19, 2020**

**B. Response to Public Comments**

**C. INTELLIGENT TRANSPORTATION SYSTEMS (ITS) KERN UPDATE – MONITORING PROGRAM** (Pacheco)

**Comment:** As per the ITS Plan for Kern Region - Monitoring Program, updates to the ITS Plan project list are due May 22, 2020. The Transportation Technical Advisory Committee has reviewed this item.

**Action:** Information.

**D. MAY TDA PUBLIC TRANSIT CLAIM FOR ARVIN, GOLDEN EMPIRE TRANSIT DISTRICT, AND RIDGECREST TOTALING \$25,189,018** (Snoddy)

**Comment:** Review and adoption of Arvin's FY 2018-19 Public Transit claim, Golden Empire Transit District's (GET) FY 2020-21 Public Transit claim and Ridgecrest's FY 2019-20 Public Transit claim totaling \$25,189,018. Members of the Transportation Technical Advisory Committee have reviewed this item.

**Action:** Review TDA Public Transit claims and Streets and Roads claims received by April 24, 2020, for \$25,189,018. Members of the Transportation Technical Advisory Committee recommend approval of Arvin's FY 2018-19 Public Transit claim, Golden Empire Transit District's FY 2020-21 Public Transit claim, and Ridgecrest's FY 2019-20 Public Transit claim by resolutions No. 20-11, 20-12, and 20-13.

**E. CALTRANS ACTIVE TRANSPORTATION PROGRAM (ATP) CYCLE 5 CALL FOR PROJECTS** (Snoddy)

**Comment:** The California Transportation Commission (CTC) announced the ATP Cycle 5 Call for Projects on March 25, 2020. Cycle 5 is expected to include about \$440M in ATP funding made up of Federal funding, State SB1 and State Highway Account (SHA) funding. The funding / programming years include the 21/22, 22/23, 23/24 and 24/25 fiscal years. The Transportation Technical Advisory Committee has reviewed this item.

**Action:** Information.

**F. FY 2019-20 KERN REGION LOW CARBON TRANSIT OPERATORS PROGRAM (LCTOP) CALL REVISED PROGRAM OF PROJECTS FOR \$1,795,982** (Snoddy)

**Comment:** Pursuant to Health and Safety Code Section 39719, the Controller shall allocate the

Greenhouse Gas Reduction Fund according to the requirements of the Low Carbon Transit Operations Program (LCTOP). The Kern Region will receive a total of \$1,795,982. Members of the Transportation Technical Advisory Committee have reviewed this item.

**Action:** Members of the Transportation Technical Advisory Committee recommend the adoption of the Revised LCTOP FY 2019-20 Program of Projects by resolution no. 20-14.

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

- VI. BOARD MEMBER'S MEETING REPORT:** (None)
- VII. CALTRANS' REPORT:** (Report on Projects in Progress)
- VIII. EXECUTIVE DIRECTOR'S REPORT:** (Report on Projects and Programs in Progress)
- IX. MEMBER STATEMENTS:** On their own initiative, Council members may make a brief announcement or a brief report on their own activities. In addition, Council members may ask a question of staff or the public for clarification on any matter, provide a reference to staff or other resources for factual information, or request staff to report back to the Council at a later meeting concerning any matter. Furthermore, the Council, or any member thereof, may take action to direct staff to place a matter of business on a future agenda.
- X. ADJOURNMENT- NEXT MEETING** – The next scheduled meeting will be held June 18, 2020.

KERN COUNCIL OF GOVERNMENTS  
TRANSPORTATION PLANNING POLICY COMMITTEE

Minutes of Meeting for March 19, 2020

KERN COG CONFERENCE ROOM  
1401 19<sup>TH</sup> STREET, THIRD FLOOR  
BAKERSFIELD, CALIFORNIA

THURSDAY  
March 19, 2020  
6:30 P.M.

The meeting was called to order by Acting Chairman/Director Orchel Krier at approximately 6:30 p.m. This meeting was held by teleconference due to COVID-19.

**I. PLEDGE OF ALLEGIANCE:**

**II. ROLL CALL:**

**Members Present:** Gurrola, Lessenevitch, Crump, P. Smith, B. Smith, Krier, Mower, Alvarado, Garcia, Vallejo, Couch, Scrivner

**Congestion Management Agency Ex-Officio Members:** Gordon, Parra

**Members Absent:** McFarland

**Others:** John Pallares

**Staff:** Ahron Hakimi, Rob Ball, Becky Napier, Veronica McCulloch, Bob Snoddy, Raquel Pacheco

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

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

Acting Chairman Krier asked if there were public comments. There were no public comments.

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

**A. Approval of Minutes – February 20, 2020**

**B. Response to Public Comments**

**C. FY 2019-20 KERN REGION LOW CARBON TRANSIT OPERATORS PROGRAM (LCTOP)  
CALL FOR PROJECTS FOR \$1,795,982**

**D. 2020-2050 GROWTH FORECAST REPORT**

**E. 2022 REGIONAL TRANSPORTATION PLAN - CAPITAL IMPROVEMENT UPDATE**

**F. FY 2020/2021 TRANSPORTATION DEVELOPMENT ACT APPORTIONMENT ESTIMATE**

**G. UPDATE: SB 375 GREENHOUSE GAS EMISSION REDUCTION FROM PASSENGER  
VEHICLES AND ADOPTION TIMELINE FOR THE 2022 RTP**

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

MOTION MADE BY DIRECTOR CRUMP TO APPROVE CONSENT CALENDAR. SECONDED BY DIRECTOR VALLEJO. MOTION CARRIED WITH ROLL CALL VOTE.

**V. 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM – DRAFT AMENDMENT NO. 11**

**Ms. Pacheco addressed the committee with the following information:**

Amendment No. 11 includes revisions to the Regional Surface Transportation Program, Congestion Mitigation Air Quality Program, Transit Program, and Non-motorized Program. The public review period ends March 20. The Kern COG Executive Director will consider approval of the amendment on March 23. State and federal approval is required. At this time, I ask that the Chair please open the public hearing, allow for public comment, and then close the public hearing.

Acting Chairman/Director Krier opened the public hearing.

No comments were received. He closed the public hearing.

**VI. BOARD MEMBER’S MEETING REPORT: (None)**

**VII. CALTRANS’ REPORT: (Report on Projects in Progress)**

Laura Gordon provided the following District 6 update:

Traffic Control: Ramps may be closed during paving operation. Aloma Street is closed (South Side only)

Anticipated Completion: June 2020 Current Activities: Smoothness, Signs, Curb and Dikes, MGS Installation, HMA Paving

Traffic Control: WB, Cottonwood On-Ramp is closed. Lane may be closed at night from 10 pm to 5 am for roadway ex or CRCP paving Current Activities: Roadway Excavation, CRCP Paving, Wide Flange Beam Construction

Anticipated Completion: December 2020

**STAFFING UPDATE:**

Nabeelah Abi-Rached: Deputy District Director Project Management and Asset Management.

Interviews completed for the new DDD of Planning and Local Assistance – hope to announce by early April.

**COVID-19**

I wanted to provide you a status update from the District 6 Planning and Local Assistance Office in the midst of this rapidly unfolding nationwide health emergency. Due to the current COVID-19 health emergency, Caltrans District 6 staff are preparing to work remotely. While there may be some delay in our response times, we continue to be available via email and are committed to project delivery and maintaining quality customer service. As you know, this is a very fluid situation and conditions may change. If they do, I will send out additional communication if and when conditions change.

Here is a current status as of this hour:

- FHWA CA Division: Local Assistance has reached out to FHWA CA Division, they indicate they are working on a response to address the need for allowing flexibility currently and will let us know. Nothing so far.
- CTC Allocation and Extension requests: The March meeting is still currently scheduled to take place later this month via some sort of remote participation method. We will see what happens from the commission as things evolve. So far no word of any process changes or time extensions to current schedules.
- Caltrans Local Assistance HQ: With Ray Zhang's recent retirement, there is new management at HQ and things are very much in flux with providing real direction and answers so far, but the focus is on keeping core functions going and providing information on flexibility allowances as things are known and other agencies/departments inform us. I assume there will be flexibility on project delivery, but not sure how that plays out and how it would impact August redistribution funds later this year. Shelter in place orders might affect functions here in the District as well as in Sacramento.
- Invoicing: we should be able to process your invoice submittals on our end at the District, but not sure what the functionality of HQ Accounting and the State Controller's Office (SCO) will be.

All of our Planning staff will have access to their email and will be responding in a timely manner. We will also be available if needed for conference calls. As always feel free to reach out to me if I can be of any assistance. I will be available by cell phone and/or email. Thank you all in advance for your patience and understanding. As more information becomes available, we will continue to share. Be safe.

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

March 25 & 26 - California Transportation Commission Meeting Held Via Teleconference  
 April 29, 2020 - Joint CTC/CARB Meeting in Sacramento Still Listed on Website  
 May 13 & 14 - California Transportation Commission Meeting in San Diego Still Listed on Website  
 All Caltrans In Person Trainings have been Postponed through May 30, 2020.

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

**X. ADJOURNMENT- NEXT MEETING** – The next scheduled meeting will be held May 21, 2020.

Respectfully Submitted,

ATTEST:

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

\_\_\_\_\_  
 Bob Smith, Chairman

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



May 21, 2020

TO: Transportation Planning Policy Committee

FROM: AHRON HAKIMI,  
EXECUTIVE DIRECTOR

By: Raquel Pacheco,  
Regional Planner

SUBJECT: TPPC CONSENT AGENDA ITEM: IV C  
INTELLIGENT TRANSPORTATION SYSTEMS (ITS) KERN UPDATE –  
MONITORING PROGRAM

**DESCRIPTION:**

As per the ITS Plan for Kern Region - Monitoring Program, updates to the ITS Plan project list are due May 22, 2020. The Transportation Technical Advisory Committee has reviewed this item.

**DISCUSSION:**

**Background**

The ITS Plan for the Kern Region was approved by the Kern COG Board on June 21, 2018 and Federally acknowledged on July 9, 2018. The ITS Plan serves as a planning roadmap for ITS strategies and projects to be implemented in the region. This Plan provides guidance to stakeholders on the planning, development, and funding of ITS projects. The contents of this document include project and strategy prioritization and phasing, and then makes recommendations for the use and maintenance of the Regional ITS Architecture to ensure that the projects and strategies from the Plan are implemented.

The 2018 ITS Plan for the Kern Region is posted on the Kern COG website at:

<https://www.kerncog.org/wp-content/uploads/2018/06/Final-Del-12-2018-ITS-Plan-for-the-Kern-Region.pdf>.

**Monitoring Program**

Section 12.4 of the ITS Plan reads: Annually, a listing of the projects recommended in the ITS Plan will be produced and a project status update will be requested. A status report would be provided to the Transportation Technical Advisory Committee and Kern COG Board.

Please review Table 12-1 Kern Region Prioritized Project List and provide updates by May 22, 2020 to [rpacheco@kerncog.org](mailto:rpacheco@kerncog.org). Updates received will be part of a staff report for the June 3, 2020 Transportation Technical Advisory Committee and June 18, 2020 Kern COG Board meeting.

Attachment: Table 12-1: Kern Region Prioritized Project List

**ACTION:** Information.

**Table 12-1: Kern Region Prioritized Project List**

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
<b>SHORT TERM</b>								
1	ITS Data Warehouse (Phase 1)	As part of Phase 1, this system will develop an ITS historical data archive for all relevant ITS data and provide a centralized system to share data between Caltrans and other local transportation agencies. Data collected can provide information for use in monitoring and evaluating the performance and safety of the transportation system, fulfilling data reporting requirements, and other planning or operational functions. Such a data archive could be utilized as the foundation for real time data and information exchange and/or for providing content to a real-time traveler information system. This system would also interconnect transit management systems and centers within the Region. This project would enable transit agencies to exchange incident, vehicle location, and arrival status information among multiple transit operators. This would enable the agencies to share vehicle location information to better coordinate service at common service boundaries.	Short Term	116	Improve information exchange between Caltrans and local transportation agencies	Data Management Program	Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern	<ul style="list-style-type: none"> <li>• The system will depend on a vehicle detection system</li> <li>• The system will depend on the collection and sharing of video and traffic data</li> <li>• The system will depend on robust communications in the Region</li> <li>• The system will depend on willingness of multiple agencies to connect and share data</li> </ul>



Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
2	Construction and Maintenance Coordination	This system will be used to share information between all agencies to coordinate any construction and maintenance efforts.	Short Term	113	Coordinate construction and maintenance project schedules within and between agencies	Maintenance and Construction Program	Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern	<ul style="list-style-type: none"> <li>The system will depend on willingness of multiple agencies to connect and share data</li> </ul>
3	Work Zone Technology	This proposed system will provide the deployment of technology to collect and distribute warning information about potential work zone hazards.	Short Term	102	Warn work crews of errant vehicles	Maintenance and Construction Program	Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern	<ul style="list-style-type: none"> <li>The system will depend on the deployment of technologies capable of communicating with a central system or internet to access third party data/management system</li> </ul>
4	Traffic Signal System (Phase 1)	This project will implement signal timing and coordination improvements to help reducing traffic congestion.	Short Term	118	Improve signal timing/coordination	Traffic Management Program	Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern	<ul style="list-style-type: none"> <li>The system will depend on the jurisdictions having a traffic signal control system</li> </ul>
				107	Reduce recurring traffic congestion			
5	Regional Transportation Management Center (TMC) Coordination and Traveler	This project supports the ITS data warehouse project. The links would enable data sharing among the transportation agencies and emergency response to provide up to date information to travelers.	Short Term	129	Provide routing (detour) information to travelers during incident, construction, weather events, special events, etc.	Traveler Information Program	Airports Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland	<ul style="list-style-type: none"> <li>The system will depend on a robust traffic signal control system</li> <li>The system will depend on</li> </ul>

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
	Information (Phase 1)			122	Provide/enhance road weather conditions information to travelers		City of Shafter City of Taft City of Tehachapi County of Kern Delano Area Rapid Transit (DART) Golden Empire Transit District (GET) Kern Transit Media National Weather Service Private Sector Data Collector	willingness of multiple agencies to connect and share data
			116	Provide roadway closure/restriction information				
			129	Provide information on planned special events				
			103	Provide incident information to travelers				
6	Traffic Information to Emergency Responders	This system will provide technology to distribute traffic information to emergency responders.	Short Term	103	Provide real-time traffic information to emergency responders	Public Safety Program		<ul style="list-style-type: none"> <li>• The system will depend on willingness of multiple agencies to connect and share data</li> <li>• The system will depend on having a central management system from which to monitor and manage technology</li> </ul>
7	Efficient Incident Clearance Education	Work with all emergency responders in the region to establish a plan to reduce incident clearance time.	Short Term	97	Reduce incident clearance time	Public Safety Program	City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern CHP Central Division Private Emergency Service Providers	<ul style="list-style-type: none"> <li>• The system will depend on willingness of multiple agencies to connect and share data</li> </ul>
<b>MEDIUM TERM</b>								

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
8	HAZMAT Response and Tracking	This system will support commercial vehicle operations to improve response time to the Emergency Management Center and develop tracking for HAZMAT vehicles.	Medium Term	93	Improve response to HAZMAT incidents	Commercial Vehicle Operations Program	Caltrans Districts Commercial Vehicle Companies	• The system will depend on willingness of multiple agencies to connect and share data
				72	Provide tracking of HAZMAT vehicles			
9	Commercial Vehicle Tracking	This system will implement tracking technology for commercial vehicles that has the capabilities of providing routing information.	Medium Term	75	Provide better vehicle restrictions and roadway closure information to commercial vehicles	Commercial Vehicle Operations Program	CHP Central Division	• The system will depend on willingness of multiple agencies to connect and share data
10	ITS Data Warehouse (Phase 2)	As part of Phase 2, the system established in Phase 1 will be integrated to provide an ITS historical data archive for all relevant ITS data and provide a centralized system to share data between the transportation and transit agencies. Data collected can provide information for use in monitoring and evaluating the performance and safety of the transportation system, fulfilling data reporting requirements, and other planning or operational functions. Such a data archive could be utilized as the foundation for real time data and information exchange and/or for providing content to a real-time traveler information system. This system would also interconnect transit management systems and centers within the Region. This project would enable transit agencies to exchange incident, vehicle location, and arrival status information among multiple transit operators. This would enable the agencies to share vehicle location information to better coordinate service at common service boundaries.	Medium Term	95	Improve information exchange between transportation and transit agencies	Data Management Program		• The system will depend on willingness of multiple agencies to connect and share data
				92	Improve data collection and archiving			
				84	Implement a central information/data clearinghouse			

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
11	ITS Data Implementation	This strategy will use information gathered from connected vehicles and the ITS Data warehouse to planning, modeling, and other analysis purposes.	Medium Term	95	Use archived data for planning, modeling, analysis and traffic management strategy development	Data Management Program		<ul style="list-style-type: none"> <li>The system will depend on the implementation of an ITS Data Warehouse from which analysis can be performed</li> </ul>
12	Infrastructure Conditions Monitoring	This proposed system will implement technology to collect infrastructure condition information.	Medium Term	91	Monitor transportation infrastructure	Data Management Program		<ul style="list-style-type: none"> <li>The system will depend on having a central management system from which to monitor and manage technology</li> </ul>
13	Work Zone Monitoring and Information Distribution	This system will manage work zones, control traffic in work zone areas. Traffic conditions will be monitored using CCTV cameras and controlled using dynamic message signs (DMS), Highway Advisory Radio (HAR), gates and barriers. Work zone information will be coordinated with other transportation agencies. The system will provide information about work zone speeds and delays to motorist prior to the work zones.	Medium Term	91	Provide/enhance enforcement in work zones	Maintenance and Construction Program	Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern	<ul style="list-style-type: none"> <li>The system will depend on the collection and sharing of video and traffic data</li> <li>The system will depend on regional TMC coordination</li> </ul>
				89	Provide travel times/delays through work zones			
14	Emergency Communication System	Upgrade emergency communications to have the ability to share real-time condition information with emergency responders and public safety to support faster emergency response. This may involve CAD system center-to-center interfaces, list serves, or other standardized methods of communicating conditions between services in the region.	Medium Term	99	Improve a multi-agency, system-coordinated response to major incidents	Public Safety Program	Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern CHP Central Division Private Emergency Service Providers	<ul style="list-style-type: none"> <li>The system will depend on robust communications in the Region</li> <li>The system will depend on willingness of multiple agencies to connect and share data</li> </ul>
				97	Provide incident information to emergency management agencies			
				95	Improve communications in rural areas			
				93	Improve interagency communications			
				93	Improve incident notification to agencies			

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
				91	Improve incident response			
15	Emergency Vehicle Technology	This system will update emergency vehicle technologies to include preemption and provide more robust information sharing technologies.	Medium Term	82	Expand emergency vehicle preemption	Public Safety Program	City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern CHP Central Division Private Emergency Service Providers	<ul style="list-style-type: none"> <li>• Future EVP deployments may utilize appropriate connected vehicle communications infrastructure and technologies</li> </ul>
				78	Provide/enhance mobile data terminals for emergency vehicles			
				76	Provide/enhance automatic vehicle location (AVL) for emergency vehicles			
16	Transit Management System	Upgrade and or install computer aided (CAD) and automated vehicle location (AVL) systems in transit vehicles, including interfaces with other transit management systems. The system should be able to receive and send out location and any emergency information.	Medium Term	96	Receive real-time roadway congestion information	Public Transportation Program	DART Golden Empire Transit District (GET) Kern Transit	<ul style="list-style-type: none"> <li>• The system will depend on the jurisdictions having a traffic signal control system</li> <li>• The system will depend on robust communications in the Region</li> </ul>
				88	Coordinate timed transfers between routes, providers and modes			
				87	Develop mobile apps to provide static and real-time transit information			
				86	Expand/enhance/upgrade computer aided dispatch (CAD) system			
				85	Provide transit information using social media			
				84	Enhance 511 to provide static and real-time transit information			
				83	Receive roadway incident information			

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
				81	Implement/enhance web-based trip planner			
				79	Provide real-time transit arrival/departure information on web site			
				76	Expand/enhance/upgrade automatic vehicle location (AVL) system			
				75	Expand security cameras on transit vehicles, at transit stations/stops and park-and-ride facilities			
				74	Implement transit signal priority technology			
17	Speed Warning and Enforcement System	This proposed system will monitor vehicle speeds and supports warning drivers when their speed is excessive. The system can also include notifications to an enforcement agency to enforce the speed limits at a location. Roadside equipment and communications will need to be installed to support this system.	Medium Term	90	Provide/enhance speed enforcement at high risk locations	Traffic Management Program	City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern CHP Central Division	<ul style="list-style-type: none"> <li>The system will depend on having a central management system from which to monitor and manage technology</li> </ul>
18	Traffic Congestion Data Collection	This system will work to share congestion, public safety data, incident information, and surveillance video among different traffic management centers.	Medium Term	99	Share congestion information with other agencies	Traffic Management Program	City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern CHP Central Division	<ul style="list-style-type: none"> <li>The system will depend on the jurisdictions having a traffic signal control system</li> </ul>
			89	Share public safety/computer aided dispatch (CAD) data with transportation agencies				
			81	Share incident information with other agencies				

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
				71	Share surveillance video and data with PSAPs/emergency responders			
19	Arterial Traffic Congestion Warning	This project will work in conjunction with the Regional TMC Coordination and Traveler Information (Phase 1) and the Freeway Traffic Congestion Warning systems to provide motorists with advance notice of traffic congestion and suggestion of alternate routes during incidents.	Medium Term	85	Reduce traffic congestion during incidents	Traffic Management Program	City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern CHP Central Division	<ul style="list-style-type: none"> <li>The system will depend on the jurisdictions collecting traffic congestion data</li> <li>The system will depend on a robust traffic signal control system</li> </ul>
20	Traffic Signal System (Phase 2)	Upgrade traffic signal hardware and provide technology to provide the ability to control signal timing remotely.	Medium Term	82	Upgrade signal hardware	Traffic Management Program	Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern	<ul style="list-style-type: none"> <li>The system will depend on the jurisdictions having a traffic signal control system</li> </ul>
				80	Coordinate arterial and freeway management strategies			
				79	Improve/implement ability to remotely modify signal timing			
21	Intersection Warning System	This system will warn approaching vehicles of upcoming crashes at an upcoming intersection.	Medium Term	73	Implement intersection collision warning/avoidance systems	Traffic Management Program		<ul style="list-style-type: none"> <li>The system will depend on a robust traffic signal control system</li> </ul>
22	Incident Response System	This project will work in coordination with emergency responders to provide incident detection technology and provide updated computer aided dispatch (CAD) systems.	Medium Term	91	Improve incident detection	Traffic Management Program		<ul style="list-style-type: none"> <li>The system will depend on having a central management system from which to monitor and manage technology</li> <li>The system will depend on willingness of multiple agencies to</li> </ul>
				86	Enhance computer aided dispatch (CAD) systems			

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
								connect and share data
23	Freeway Traffic Congestion Warning	This project will work in conjunction with the Regional TMC Coordination and Traveler Information (Phase 1) and the Arterial Traffic Congestion Warning systems to provide motorists with advance notice of traffic congestion and suggestion of alternate routes during incidents.	Medium Term	96	Reduce recurring traffic congestion	Traffic Management Program		<ul style="list-style-type: none"> <li>The system will depend on a robust traffic signal control system</li> </ul>
				85	Reduce traffic congestion during incidents			
				90	Provide/enhance speed enforcement at high risk locations			
24	Roadway Hazard Warning System	This system will implement sensors and other technology to provide warning to transportation agencies, emergency management centers, and motorists on flooding on roadways.	Medium Term	86	Provide roadway flood warnings	Traffic Management Program		<ul style="list-style-type: none"> <li>The system will depend on a robust traffic signal control system</li> </ul>
25	Regional Transportation Management Center (TMC) Coordination and Traveler Information (Phase 2)	This project supports the ITS data warehouse project. The links would enable data sharing among a wide variety of traffic, transit and emergency management agencies in the Region. Communications links may interconnect all local jurisdictions and agencies, emergency operations centers, and public safety agencies, such as law enforcement and other emergency responder entities. This project would also provide interfaces to traveler information systems, from which the public can access traveler information via cell phones, land lines, websites, and personal electronic devices.	Medium Term	96	Provide/enhance congestion information to travelers	Traveler Information Program	Airports Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern DART Golden Empire Transit District Kern Motorist Aid Authority Kern Transit Media Private Sector Data Collector	<ul style="list-style-type: none"> <li>The system will depend on robust communications in the Region</li> <li>The system will depend on a robust traffic signal control system</li> <li>The system will depend on willingness of multiple agencies to connect and share data</li> <li>The system will depend on transportation management entities having robust, modern, full function transportation management systems</li> </ul>
				95	Improve quality, consistency and thoroughness of traveler information			
				94	Provide more timely incident information to travelers			
				93	Provide information on roadway construction and maintenance activities			
				89	Use social media for traveler information dissemination			
				89	Improve 511 system/web site			
				89	Enhance freeway/expressway traffic map			



Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
				85	Send email alerts of major incidents to major employers			
				75	Provide freeway/expressway travel times			
				75	Provide arterial travel times (on major arterials)			
				71	Improve ridesharing program/website			
				70	Enhance arterial traffic map			
26	Queue Length Warning System	This proposed system will monitor and advice motorists of upcoming queues in and near work zones.	Medium Term	93	Provide advisory to warn traffic of a stopped queue in/near work zones	Vehicle Safety Program		<ul style="list-style-type: none"> <li>The system will depend on having a central management system from which to monitor and manage technology</li> </ul>
				70	Monitor queue lengths in/near work zones			
27	Environmental Detection System	This proposed system will establish technology for detection and monitoring of environmental, weather, and road conditions throughout the region. The system will detect environmental hazards and alert drivers of unsafe conditions or road closures.	Medium Term	88	Expand coverage of environmental/weather /road conditions detection/monitoring systems	Weather Program	Caltrans Districts County of Kern National Weather Service	<ul style="list-style-type: none"> <li>The system will depend on having a central management system from which to monitor and manage technology</li> </ul>
28	Establish Freeway Service Patrol System	Establish a freeway service patrol system service including staff, vehicles, and equipment to support the service.	Medium Term	56	Install/upgrade automatic vehicle location (AVL) on freeway service patrol vehicles	Public Safety Program	Caltrans Districts	<ul style="list-style-type: none"> <li>The system will depend on having a central management system from which to monitor and manage technology</li> </ul>
<b>LONG TERM</b>								
29	Upgraded Arterial Management System	This system may include the following elements, but is not limited to: enhancements to the central system(s), closed circuit television (CCTV) cameras and systems, highway	Long Term	69	Expand CCTV camera coverage on arterials	Traffic Management Program	City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter	<ul style="list-style-type: none"> <li>The system will depend on the collection and sharing of video and traffic data</li> </ul>
				68	Develop/implement system-wide arterial management strategies			

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
		advisory radio (HAR) systems and transmitters, arterial changeable message signs (CMS), traffic monitoring stations (TMS), and communications infrastructure.		63	Reduce vehicle delays at rail grade crossings		City of Taft City of Tehachapi County of Kern	<ul style="list-style-type: none"> <li>• The system will depend on the jurisdictions having a traffic signal control system</li> <li>• The system will depend on robust communications in the Region</li> <li>• The system will depend on regional TMC coordination</li> </ul>
			54	Implement/expand dynamic message sign (DMS) installations on arterials				
			53	Implement/improve inter-jurisdictional signal coordination				
			63	Provide health monitoring of traffic signal equipment at intersections and rail crossings				
30	Upgraded Freeway Management System	This project includes the expansion of the many and varied Caltrans freeway management systems and field elements that are monitored and controlled by Caltrans. System elements referenced by this project include, but are not limited to: enhancements to the central system(s), closed circuit television (CCTV) cameras and systems, highway advisory radio (HAR) systems and transmitters, road weather information systems (RWIS) and field sensors, changeable message signs (CMS), traffic monitoring stations (TMS) and communications infrastructure. This project also includes deploying robust communications infrastructure capable of providing backbone, interconnect, and redundant communications between ITS field devices and a central system, and between ITS filed devices in the field.	Long Term	69	Implement/improve incident detection capabilities	Traffic Management Program	Caltrans Districts	<ul style="list-style-type: none"> <li>• The system will depend on the collection and sharing of video and traffic data</li> </ul>
			54	Expand freeway/expressway dynamic message signs (DMS)				
			45	Expand highway advisory radio (HAR) coverage on freeways/expressways				
			69	Expand CCTV coverage on freeways/expressways				
			51	Improve/expand vehicle detection coverage on freeways/expressways				
			50	Implement variable speed limits				
			44	Improve ramp metering operations				
			18	Implement automated/remote control gate systems				

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
31	Roadway Condition Warning System	This system will provide roadway warnings including curve speed, vehicle-over-height detection, and provide monitoring technology for queue lengths at ramps.	Long Term	66	Provide curve speed warning	Vehicle Safety Program	City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern	• The system will depend on having a central management system from which to monitor and manage technology
				61	Provide vehicle-over-height detection/warnings			
				49	Monitor queue lengths at ramp locations			
32	Commercial Vehicle Enforcement	This proposed system will monitor commercial vehicle violations with the deployment of weigh-in-motion technologies especially in areas with a history of violations. The system shall also provide information on commercial vehicle operations permit restrictions.	Long Term	69	Provide target enforcement at locations with history of violations	Commercial Vehicle Operations Program	CHP Central Division	• The system will depend on the collection and sharing of commercial vehicle information with private fleets and CHP/DMV
				59	Reduce commercial vehicle weight, width and height violations			
				58	Provide information on commercial vehicle operations (CVO) permit restrictions			
				52	Deploy weigh-in-motion/mobile weigh enforcement technology			
33	Commercial Vehicle Traveler Information	This system will implement traveler information services that provide both pre-trip and en-route information to commercial vehicles which can include information such as truck parking locations.	Long Term	54	Provide interstate/inter-regional traveler information for commercial vehicles	Commercial Vehicle Operations Program	CHP Central Division	• The system will depend on the collection and sharing of commercial vehicle information with private fleets and CHP/DMV • The system will depend on willingness of multiple agencies to connect and share data

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
34	Data Collection for Roadway Network	This system will provide a framework to improve data collection capabilities for the arterial and freeway management systems.	Long Term	65	Improve data collection capabilities	Data Management Program	Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern	<ul style="list-style-type: none"> <li>The system will depend on the collection and sharing of video and traffic data</li> <li>The system will depend on willingness of multiple agencies to connect and share data</li> </ul>
				57	Improve data collection on freeways/expressways			
35	Smart Work Zone Technology	This system improves the work zone technology to provide smart technology where data is collected and distributed to provide warning information about potential work zone hazards. The smart work zone technology should also be able to warn travelers about trucks that are entering and exiting work zones and be able to track work zone maintenance fleets.	Long Term	69	Implement Smart Work Zone technology	Maintenance and Construction Program	Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern	<ul style="list-style-type: none"> <li>The system will depend on having a central management system from which to monitor and manage technology</li> </ul>
				51	Warn travelers about trucks entering/existing work zones			
				43	Track locations of maintenance fleet			
36	Parking Management System	This proposed system will monitor and provide information on available parking facilities and parking availability. This system monitors and manages parking spaces in lots, garages, and other parking areas and facilities.	Long Term	53	Provide information on available truck parking facilities	Parking Management Program	Caltrans Districts City of Bakersfield	<ul style="list-style-type: none"> <li>The system will depend on having a central management system from which to monitor and manage technology</li> </ul>
37	Upgrade Freeway Service Patrol System	Provide technology upgrades to the freeway service patrol system.	Long Term	56	Install/upgrade automatic vehicle location (AVL) on freeway service patrol vehicles	Public Safety Program	Caltrans Districts	<ul style="list-style-type: none"> <li>The system will depend on having a central management system from which to monitor and manage technology</li> </ul>
				53	Implement/upgrade computer aided dispatch (CAD) system for freeway service patrol			

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
38	Transit Vehicle Technologies System	Upgrade transit vehicles with enhanced remote for monitoring mechanical conditions, upgrade to automated enunciators and automatic passenger counters.	Long Term	68	Implement/enhance remote monitoring of transit vehicle mechanical condition	Public Transportation Program	DART Golden Empire Transit District Kern Transit	<ul style="list-style-type: none"> <li>The system will depend on having a central management system from which to monitor and manage technology</li> </ul>
				66	Provide on-line reservation system for demand-responsive transit services			
				64	Provide on-board automated enunciators			
				59	Expand/upgrade automated passenger counters			
39	Air Quality Data Collection and Monitoring	This proposed system would implement data collection and monitoring of air quality throughout the region.	Long Term	68	Monitor/collect air quality data	Sustainable Travel Program	Caltrans Districts County of Kern Kern COG	<ul style="list-style-type: none"> <li>The system will depend on having a central management system from which to monitor and manage technology</li> </ul>
				57	Monitor/collect air quality data			
40	Traffic Signal System (Phase 3)	Upgrade traffic signal hardware and provide autonomous commercial vehicle and autonomous passenger vehicle technology.	Long Term	82	Upgrade signal hardware	Traffic Management Program	Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern	<ul style="list-style-type: none"> <li>The system will depend on the jurisdictions having a traffic signal control system</li> </ul>
				80	Coordinate arterial and freeway management strategies			
				79	Improve/implement ability to remotely modify signal timing			



# IV. D TPPC

May 21, 2020

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi,  
Executive Director

By: Robert M. Snoddy  
Regional Planner

SUBJECT: TPPC CONSENT AGENDA ITEM: IV D.  
MAY TDA PUBLIC TRANSIT CLAIM FOR ARVIN, GOLDEN EMPIRE TRANSIT DISTRICT, AND RIDGECREST TOTALING \$25,189,018.

DESCRIPTION:

Review and adoption of Arvin’s FY 2018-19 Public Transit claim, Golden Empire Transit District’s (GET) FY 2020-21 Public Transit claim and Ridgecrest’s FY 2019-20 Public Transit claim totaling \$25,189,018. Members of the Transportation Technical Advisory Committee have reviewed this item.

DISCUSSION:

Below is a list of Public Transit and Streets and Roads claims received by April 24, 2020 TTAC agenda deadline:

<u>Claimants</u>	<u>LTF</u>	<u>STA</u>	<u>Regional Totals</u>
Arvin FY 2018-19 Public Transit	\$721,443	\$0	\$721,443
GET FY 2020-21 Public Transit	\$19,244,287	\$4,767,377	See adjustment
Bakersfield – Amtrak	(\$476,752)		\$23,534,912
Ridgecrest FY 2019-20 Public Transit	<u>\$626,196</u>	<u>\$306,467</u>	<u>\$932,663</u>
Regional Claims	\$20,115,174	\$5,073,844	\$25,189,018

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

Action:

Review TDA Public Transit claims and Streets and Roads claims received by April 24, 2020, for \$25,189,018. Members of the Transportation Technical Advisory Committee recommend approval of

Kern Council of Governments  
 Transportation Development Act – "Schedule A"  
 LTF STAF FUND ESTIMATE AND APPORTIONMENT FACTORS  
 FY 2020/21

Revised: February 24, 2020

Prospective Claimant	POPULATION BASIS	POPULATION RATIO	L.T.F. POPULATION APPORTIONMENT	S.T.A.F. POPULATION APPORTIONMENT	REVENUE BASIS	S.T.A.F. REVENUE RATIO	S.T.A.F. REVENUE APPORTIONMENT	TOTAL APPORTIONMENT
	01/01/19							
ARVIN	22,178	2.42%	\$ 896,773.59	\$ 192,259.21	83,020	0.97%	\$ 5,499.00	\$ 1,094,531.80
BAKERSFIELD (1)	389,211	42.47%	\$ 14,950,962.21	\$ 3,374,037.28	0	0.00%	-	\$ 18,324,999.49
CALIFORNIA CITY	15,000	1.64%	\$ 606,529.17	\$ 130,033.73	20,871	0.24%	\$ 1,363.00	\$ 737,945.90
DELANO	53,936	5.89%	\$ 2,180,917.15	\$ 467,566.63	147,093	1.72%	\$ 9,743.00	\$ 2,658,226.78
GOLDEN EMPIRE TRANS (1)	N/A	0.00%	\$ -	\$ -	6,407,925	74.83%	\$ 424,450.00	\$ 424,450.00
MARICOPA	1,240	0.14%	\$ 50,139.74	\$ 10,749.46	0	0.00%	-	\$ 60,889.20
MCFARLAND	15,242	1.66%	\$ 616,314.51	\$ 132,131.61	15,037	0.18%	\$ 998.00	\$ 749,444.12
RIDGECREST	29,712	3.24%	\$ 1,201,412.98	\$ 257,570.82	208,177	2.43%	\$ 13,790.00	\$ 1,472,773.80
SHAFTER	20,886	2.28%	\$ 844,531.21	\$ 181,058.97	58,829	0.69%	\$ 3,896.00	\$ 1,029,486.18
TAFT	9,430	1.03%	\$ 381,304.67	\$ 81,747.87	426,961	4.99%	\$ 28,281.00	\$ 491,333.54
TEHACHAPI	13,668	1.49%	\$ 552,669.38	\$ 118,486.74	28,664	0.33%	\$ 1,899.00	\$ 673,055.12
WASCO	27,955	3.05%	\$ 1,130,368.19	\$ 242,339.53	29,374	0.34%	\$ 1,946.00	\$ 1,374,653.73
KERN CO.-IN (1)	111,766	12.20%	\$ 4,293,324.81	\$ 968,890.01	0	0.00%	-	\$ 5,262,214.82
KERN CO.-OUT	206,240	22.50%	\$ 8,339,371.72	\$ 1,787,877.14	1,137,877	13.29%	\$ 75,371.00	\$ 10,202,619.86
METRO-BAKERSFIELD C TSA	N/A	N/A	\$ 1,012,857.21	\$ -	0	0.00%	-	\$ 1,012,857.21
TOTALS	916,464	100.00%	\$ 37,057,476.55	\$ 7,944,749.00	8,563,828	100.00%	\$ 567,256.00	\$ 45,569,481.55
PROOF	916,464	100.00%	\$ 37,057,476.55	\$ 7,944,749.00	8,563,828	100.00%	\$ 567,256.00	\$ 45,569,481.55
KERN COG ADMINISTRATION	N/A	1.00%	\$ 393,770.19	\$ -	N/A	\$ -	\$ -	\$ 393,770.19
KERN PEDESTRIAN/BIKEWAY	N/A	2.00%	\$ 779,664.98	\$ -	N/A	\$ -	\$ -	\$ 779,664.98
KERN COG PLANNING (2)	N/A	3.00%	\$ 1,146,107.52	\$ -	N/A	\$ -	\$ -	\$ 1,146,107.52
ESTIMATED TOTAL	N/A		\$ 39,377,019.25	\$ -	N/A	\$ -	\$ -	\$ 47,889,024.25
			\$ 39,377,019.25					

NOTES:

(1) THE GOLDEN EMPIRE TRANSIT DISTRICT RETAINS CLAIMANT PRIORITY TO THE CITY OF BAKERSFIELD AND KERN-IN FUNDS.  
 THE CITY OF BAKERSFIELD AND COUNTY OF KERN SHALL FUND 77.69% AND 22.31% OF GET'S CLAIM, RESPECTIVELY.

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

Kern Council of Governments

TRANSPORTATION DEVELOPMENT ACT

SCHEDULE "B"

PLANNING CONTRIBUTIONS BY AREA OF APPORTIONMENT

Fiscal Year 2020-2021

Revised: February 24, 2020

Prospective Claimant	POPULATION BASIS at 01/01/19	POPULATION RATIO	PLANNING CONTRIBUTION
ARVIN	22,178	2.42%	\$ 27,735
CALIFORNIA CITY	15,000	1.64%	\$ 18,759
DELANO	53,936	5.89%	\$ 67,451
GOLDEN EMPIRE TRANSIT	500,977	54.66%	\$ 626,510
MARICOPA	1,240	0.14%	\$ 1,551
MCFARLAND	15,242	1.66%	\$ 19,061
RIDGECREST	29,712	3.24%	\$ 37,157
SHAFTER	20,886	2.28%	\$ 26,120
TAFT	9,430	1.03%	\$ 11,793
TEHACHAPI	13,668	1.49%	\$ 17,093
WASCO	27,955	3.05%	\$ 34,960
KERN TRANSIT	206,240	22.50%	\$ 257,919
TOTALS	916,464	100.00%	\$ 1,146,108
PROOF	916,464	100.00%	\$ 1,146,108



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

RESOLUTION NO. 20-11

In the matter of:

FY 2018-19 TDA PUBLIC TRANSIT CLAIM – CITY OF ARVIN

WHEREAS  
the Kern Council of Governments (Kern COG) has received and evaluated a claim from the above-named claimant pursuant to the Transportation Development Act (TDA) and its own rules and regulations; and

WHEREAS, Kern COG is authorized by TDA to allocate monies from the Local Transportation Fund and the State Transit Assistance Fund and direct the Kern County Auditor-Controller to disburse said monies to eligible claimants in accordance with the provisions of this resolution, and approved claim, and written Kern COG allocation instructions; and

WHEREAS, the Regional Transportation Plan (RTP), adopted by Kern COG, has established goals, objectives, and policies for the implementation of transportation systems in Kern County; and

WHEREAS, a triennial performance audit and annual financial/compliance audit of claimant's operations have been completed; and

WHEREAS, claimant's claim, submitted and on file as part of the official Kern COG records, is made a part of this resolution by this reference.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. This allocation is made for the fiscal year 2018-19 to the claimant listed above and in accordance with Schedule A, attached hereto and made a part of this resolution by this reference; and
2. Kern COG hereby makes the following findings:
  - a) Claimant's proposed transit services are responding to transit needs currently not being met in the area of apportionment; and
  - b) Claimant's proposed transit services shall, if appropriate, be integrated with existing transit services; and
  - c) Claimant's proposed budget, as itemized in the claim, designate revenues and expenses conforming with the RTP; and
  - d) The ratio of fare revenue to operating costs is sufficient to enable claimant to meet the requirements of California Public Utilities Code Sections 99268.2, 99268.3, 99268.4, 99268.5, 99268.6, 99268.7, 99268.9, 99268.11, 99268.12, 99268.26, 99268.17, and 99268.19, as applicable; and
  - e) Claimant has made full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended; and
  - f) The sum of claimant's allocation from the Local Transportation Fund and State Transit Assistance Fund does not exceed the amount eligible to be received during the fiscal year. Claimant may, however, be required to repay excess funds, pursuant to Title 21 California Code of Regulations Section 6735; and
  - g) Kern COG has considered claims to offset unanticipated increases in fuel costs, to enhance

existing transit services, to meet high priority regional sub-regional transit needs; and

- h) Claimant has made reasonable efforts to implement the productivity improvements developed pursuant to PUC section 99244; and
  - i) Claimant is not precluded by contract from employing part-time drivers or from contracting with common carriers operating under franchise or license; and
  - j) Claimant has received certification by the California Highway Patrol within the last thirteen months indicating that the operations are in compliance with California Vehicle Code Section 1808.1.
3. Claimant is allocated Local Transportation Fund and State Transit Assistance fund monies in amounts not to exceed that listed on Schedule A, attached hereto and made a part of this resolution by this reference; and
  4. Disbursement of transit monies, allocated for the regional planning process, shall be made from claimant's Local Transportation Fund reserve accounts to the Kern COG planning account as the first priority payment; and
  5. Disbursement of claimant's remaining transit allocation to its local treasury shall be made as the second priority payment in mutually agreed installments; and
  6. The Kern County Auditor-Controller is authorized to make disbursements of Local Transportation fund monies as they become available and in accordance with written Kern COG instructions; and
  7. The Kern COG Executive Director is authorized to transmit a copy of this resolution to the Kern County Auditor-Controller in support of disbursements.

AUTHORIZED AND SIGNED THIS 21<sup>st</sup> DAY OF MAY 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 the Kern Council of Governments duly authorized at a regularly-scheduled meeting held on the 21st day of May 2020.

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

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

RESOLUTION NO. 20-13

In the matter of:

FY 2019-20 TDA PUBLIC TRANSIT CLAIM – CITY OF RIDGECREST

\_\_\_\_\_ WHEREAS  
the Kern Council of Governments (Kern COG) has received and evaluated a claim from the above-named claimant pursuant to the Transportation Development Act (TDA) and its own rules and regulations; and

WHEREAS, Kern COG is authorized by TDA to allocate monies from the Local Transportation Fund and the State Transit Assistance Fund and direct the Kern County Auditor-Controller to disburse said monies to eligible claimants in accordance with the provisions of this resolution, and approved claim, and written Kern COG allocation instructions; and

WHEREAS, the Regional Transportation Plan (RTP), adopted by Kern COG, has established goals, objectives, and policies for the implementation of transportation systems in Kern County; and

WHEREAS, a triennial performance audit and annual financial/compliance audit of claimant's operations have been completed; and

WHEREAS, claimant's claim, submitted and on file as part of the official Kern COG records, is made a part of this resolution by this reference.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. This allocation is made for the fiscal year 2019-20 to the claimant listed above and in accordance with Schedule A, attached hereto and made a part of this resolution by this reference; and
2. Kern COG hereby makes the following findings:
  - a) Claimant's proposed transit services are responding to transit needs currently not being met in the area of apportionment; and
  - b) Claimant's proposed transit services shall, if appropriate, be integrated with existing transit services; and
  - c) Claimant's proposed budget, as itemized in the claim, designate revenues and expenses conforming with the RTP; and
  - d) The ratio of fare revenue to operating costs is sufficient to enable claimant to meet the requirements of California Public Utilities Code Sections 99268.2, 99268.3, 99268.4, 99268.5, 99268.6, 99268.7, 99268.9, 99268.11, 99268.12, 99268.26, 99268.17, and 99268.19, as applicable; and
  - e) Claimant has made full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended; and
  - f) The sum of claimant's allocation from the Local Transportation Fund and State Transit Assistance Fund does not exceed the amount eligible to be received during the fiscal year. Claimant may, however, be required to repay excess funds, pursuant to Title 21 California Code of Regulations Section 6735; and
  - g) Kern COG has considered claims to offset unanticipated increases in fuel costs, to enhance

existing transit services, to meet high priority regional sub-regional transit needs; and

- h) Claimant has made reasonable efforts to implement the productivity improvements developed pursuant to PUC section 99244; and
  - i) Claimant is not precluded by contract from employing part-time drivers or from contracting with common carriers operating under franchise or license; and
  - j) Claimant has received certification by the California Highway Patrol within the last thirteen months indicating that the operations are in compliance with California Vehicle Code Section 1808.1.
3. Claimant is allocated Local Transportation Fund and State Transit Assistance fund monies in amounts not to exceed that listed on Schedule A, attached hereto and made a part of this resolution by this reference; and
  4. Disbursement of transit monies, allocated for the regional planning process, shall be made from claimant's Local Transportation Fund reserve accounts to the Kern COG planning account as the first priority payment; and
  5. Disbursement of claimant's remaining transit allocation to its local treasury shall be made as the second priority payment in mutually agreed installments; and
  6. The Kern County Auditor-Controller is authorized to make disbursements of Local Transportation fund monies as they become available and in accordance with written Kern COG instructions; and
  7. The Kern COG Executive Director is authorized to transmit a copy of this resolution to the Kern County Auditor-Controller in support of disbursements.

AUTHORIZED AND SIGNED THIS 21<sup>st</sup> DAY OF MAY 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 the Kern Council of Governments duly authorized at a regularly-scheduled meeting held on the 21st day of May 2020.

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

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

RESOLUTION NO. 20-12

In the matter of:

FY 2020-21 TDA PUBLIC TRANSIT CLAIM – GOLDEN EMPIRE TRANSIT DISTRICT

WHEREAS  
the Kern Council of Governments (Kern COG) has received and evaluated a claim from the above-named claimant pursuant to the Transportation Development Act (TDA) and its own rules and regulations; and

WHEREAS, Kern COG is authorized by TDA to allocate monies from the Local Transportation Fund and the State Transit Assistance Fund and direct the Kern County Auditor-Controller to disburse said monies to eligible claimants in accordance with the provisions of this resolution, and approved claim, and written Kern COG allocation instructions; and

WHEREAS, the Regional Transportation Plan (RTP), adopted by Kern COG, has established goals, objectives, and policies for the implementation of transportation systems in Kern County; and

WHEREAS, a triennial performance audit and annual financial/compliance audit of claimant's operations have been completed; and

WHEREAS, claimant's claim, submitted and on file as part of the official Kern COG records, is made a part of this resolution by this reference.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. This allocation is made for the fiscal year 2020-21 to the claimant listed above and in accordance with Schedule A, attached hereto and made a part of this resolution by this reference; and
2. Kern COG hereby makes the following findings:
  - a) Claimant's proposed transit services are responding to transit needs currently not being met in the area of apportionment; and
  - b) Claimant's proposed transit services shall, if appropriate, be integrated with existing transit services; and
  - c) Claimant's proposed budget, as itemized in the claim, designate revenues and expenses conforming with the RTP; and
  - d) The ratio of fare revenue to operating costs is sufficient to enable claimant to meet the requirements of California Public Utilities Code Sections 99268.2, 99268.3, 99268.4, 99268.5, 99268.6, 99268.7, 99268.9, 99268.11, 99268.12, 99268.26, 99268.17, and 99268.19, as applicable; and
  - e) Claimant has made full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended; and
  - f) The sum of claimant's allocation from the Local Transportation Fund and State Transit Assistance Fund does not exceed the amount eligible to be received during the fiscal year. Claimant may, however, be required to repay excess funds, pursuant to Title 21 California Code of Regulations Section 6735; and
  - g) Kern COG has considered claims to offset unanticipated increases in fuel costs, to enhance

existing transit services, to meet high priority regional sub-regional transit needs; and

- h) Claimant has made reasonable efforts to implement the productivity improvements developed pursuant to PUC section 99244; and
  - i) Claimant is not precluded by contract from employing part-time drivers or from contracting with common carriers operating under franchise or license; and
  - j) Claimant has received certification by the California Highway Patrol within the last thirteen months indicating that the operations are in compliance with California Vehicle Code Section 1808.1.
3. Claimant is allocated Local Transportation Fund and State Transit Assistance fund monies in amounts not to exceed that listed on Schedule A, attached hereto and made a part of this resolution by this reference; and
  4. Disbursement of transit monies, allocated for the regional planning process, shall be made from claimant's Local Transportation Fund reserve accounts to the Kern COG planning account as the first priority payment; and
  5. Disbursement of claimant's remaining transit allocation to its local treasury shall be made as the second priority payment in mutually agreed installments; and
  6. The Kern County Auditor-Controller is authorized to make disbursements of Local Transportation fund monies as they become available and in accordance with written Kern COG instructions; and
  7. The Kern COG Executive Director is authorized to transmit a copy of this resolution to the Kern County Auditor-Controller in support of disbursements.

AUTHORIZED AND SIGNED THIS 21<sup>st</sup> DAY OF MAY 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 the Kern Council of Governments duly authorized at a regularly-scheduled meeting held on the 21st day of May 2020.

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



# IV.E TPPC

May 21, 2020

TO: Transportation Planning Policy Committee

FROM: Aron Hakimi, Executive Director

By: Robert M. Snoddy, Regional Planner

SUBJECT: TPPC AGENDA ITEM: IV.E  
CALTRANS ACTIVE TRANSPORTATION PROGRAM (ATP) CYCLE 5 CALL FOR PROJECTS

**DESCRIPTION:**

The California Transportation Commission (CTC) announced the ATP Cycle 5 Call for Projects on March 25, 2020. Cycle 5 is expected to include about \$440M in ATP funding made up of Federal funding, State SB1 and State Highway Account (SHA) funding. The funding / programming years include the 21/22, 22/23, 23/24 and 24/25 fiscal years. The Transportation Technical Advisory Committee has reviewed this item.

**DISCUSSION:**

Below is a schedule for Cycle V ATP Projects. The CTC approved the amended schedule during their April 29<sup>th</sup> meeting:

Program Milestones	Current Schedule	Amended Schedule (Staff Recommendation)
Project applications deadline (postmark date) – Quick-Build Projects	June 15, 2020	July 15, 2020
Project applications deadline (postmark date) – All Other Project Types	June 15, 2020	Sept. 15, 2020
Staff recommendation for Quick-Build projects posted	Nov. 16, 2020	Sept. 15, 2020
Staff recommendation for statewide and small urban and rural portions of the program posted	Nov. 16, 2020	Feb. 15, 2021
Commission adopts Quick-Build projects	Dec. 2-3, 2020	Dec. 2-3, 2020
Commission adopts statewide and small urban and rural portions of the program	Dec. 2-3, 2020	Mar. 2021*
Projects not programmed distributed to large MPOs based on location	Dec. 2-3, 2020	Mar. 2021*
Deadline for MPO <u>Draft</u> project programming recommendations to the Commission	Jan. 18, 2021	Apr. 15, 2021
Deadline for MPO <u>Final</u> project programming recommendations to the Commission	Apr. 2, 2021	May 14, 2021
Commission adopts MPO selected projects	May 2021*	June 2021*

\*Exact dates will coincide with the Commission's 2021 meeting calendar.

**Eligibility** - Eligible entities are determined by Federal and State legislation, and the CTC. The applicant and/or implementing agency for ATP funds assumes responsibility and accountability for the use and expenditure of program funds. Applicants and/or implementing agencies must comply with all of the federal and state laws, regulations, policies and procedures associated with federal and state funding.

More and specific information about ATP may be obtained at the Caltrans ATP website using the following link: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program>

Applicants must be able to enter into an Administering Agency-State Master Agreement (Master Agreement or MA). Refer to Chapter 4, Agreements, of the LAPM for guidance and procedures on Master Agreements. Additional Master Agreement requirement information can be found at the Local Assistance ATP website: [http://www.dot.ca.gov/hq/LocalPrograms/atp/atp\\_info.html](http://www.dot.ca.gov/hq/LocalPrograms/atp/atp_info.html).

An applicant who does not currently hold a MA is not guaranteed to pass the preagreement audit; and are encouraged to partner with an Implementing agency that already has a MA. Tribal governments have the option of transferring funds to the BIA through a tri-agency agreement between the tribal government, BIA and Caltrans

**Partnering with Implementing Agencies** - Eligible agencies that are unable to apply for ATP funds or that are unable to enter into a MA with the State must partner with an eligible applicant who can implement the project. This partnership will be governed by the following expectations:

- This implementing agency assumes full responsibility for delivering the project per all applicable State and Federal requirements.
- The implementing agency must follow Federal and State contracting requirements. The partnering agency has no rights to a sole source contract from the implementing agency for the project.
- The implementing agency will be responsible and accountable for the use and expenditure of ATP funds.

Local Assistance Program Guidelines Chapter 22 Active Transportation Program and procedures on Master Agreements. Additional Master Agreement requirement information can be found at: [http://www.dot.ca.gov/hq/LocalPrograms/atp/atp\\_info.html](http://www.dot.ca.gov/hq/LocalPrograms/atp/atp_info.html).

**Eligible Projects and Elements** - The ATP will fund infrastructure projects, non-infrastructure projects and Plans (in disadvantaged communities only) that encourage increased use of active modes of transportation, such as biking and walking and projects that meet at least one of the program goals. Example Project Types Eligible for ATP funding Below is a list of project types and project elements considered generally eligible for ATP funding and is consistent with the CTC guidelines statement that “projects must be federal-aid eligible”. This list is not intended to be comprehensive; other types of projects that are not on the list may also be eligible if they further the goals of the program and meet funding source eligibility requirements. Components of an otherwise eligible project may not be eligible.



Eligible Infrastructure projects include:

- Development of new bikeways and walkways that improve mobility, access, or safety for non-motorized users;
- Improvements to existing bikeways and walkways, which improve mobility, access, or safety for non-motorized users;
- Elimination of hazardous conditions on existing bikeways and walkways;
- Projects that eliminate a hazardous condition that was created due to a lack of routine maintenance will not be eligible;
- Preventative maintenance of bikeways and walkways with the primary goal of extending the service life of the facility so long as the need for such maintenance is due to reasons other than the lack of routine maintenance;
- Installation of traffic control devices or lighting to improve the safety of pedestrians and bicyclists;
- Safe Routes to School projects that improve the safety of children walking and bicycling to school, in accordance with Section 1404 of Public Law 109-59;
- Safe routes to transit projects, which will encourage transit use by improving biking and walking routes to mass transportation facilities and school bus stops;
- Secure bicycle parking at employment centers, park and ride lots, rail and transit stations, and ferry docks and landings for the benefit of the public;
- Bicycle-carrying facilities on public transit, including rail and ferry facilities;
- Establishment or expansion of a bike share/rental program- equipment and capital costs;
- Recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to non-motorized corridors, and conversion of abandoned railroad corridors to trails;
- Functional landscaping (including all required items, such as irrigation, excavation, electrical etc.);
- Planters whose primary function is to provide a barrier between vehicles and non-motorized users;
- Shade trees (at a reasonably sustainable spacing. ATP does not intend to fund continuous-shade corridors;) and

- Decorative Items (5% maximum of project cost. Costs must be identified in the project cost estimate) Some common decorative items are: Decorative Landscaping, Decorative lights, Decorative Street Furniture, Pavers, and Stamped Concrete. Note: In-kind reconstruction of motorized facilities required for the construction of the non-motorized ATP project elements are eligible for reimbursement: including but not limited to bus pad relocation, traffic signal modifications, traffic striping, etc. For Recreational trail project eligibility see the "Trail Projects" portion of section 22.7.

Kern COG staff has attached a California Transportation Commission Memorandum dated April 29, 2020 to provide additional information about the ATP Cycle 5 call for projects and possible schedule changes.

For additional information, please contact Bob Snoddy, Regional Planner at (661) 635-2916 or E-mail [bsnoddy@kerncog.org](mailto:bsnoddy@kerncog.org).

Action: Information.

Attachment: April 29, 2020 CTC ATP Staff Report

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: April 29, 2020

From: MITCH WEISS, Executive Director

Reference Number: 4.4, Action

Prepared By: Laurie Waters  
Associate Deputy Director

Published Date: April 17, 2020

Subject: **Amendment to the 2021 Active Transportation Program Schedule, Resolution G-20-55, Amending Resolution G-20-31**

## **Issue:**

Should the California Transportation Commission (Commission) approve the proposed amendment to the schedule for the 2021 Active Transportation Program?

## **Recommendation:**

Staff recommends the Commission approve an amendment to the 2021 Active Transportation Program as proposed in this book item.

Staff engaged with program stakeholders, including Regional Transportation Planning Agencies, Metropolitan Planning Organizations, cities, counties and advocacy groups through phone calls and emails to discuss hardships that Active Transportation Program applicants could face during the COVID-19 State of Emergency. Staff also held a virtual public workshop on April 8, 2020. In the workshop stakeholders were presented with potential schedule revision options to solicit input on what would be recommended to the Commission. Stakeholders expressed the following concerns:

- Many of the small agencies that apply for Active Transportation Program funds are not equipped to work remotely and will not be able to complete their application until they can return to working in their office.
- Active Transportation Program applicants are required to consult with their local health departments when developing their applications. Also, many Active Transportation Program applicants partner with local health departments to include a non-infrastructure component in their proposed project. However local health department staff have been redirected to duties related to the COVID-19

State of Emergency limiting their ability to participate in Active Transportation Program application development.

- Active Transportation Program applicants are required to conduct meaningful and recent stakeholder engagement when developing their applications. However, during the COVID-19 State of Emergency applicants cannot conduct planned stakeholder engagement.

To address these concerns, Commission staff recommends an approximately three-month delay to the all aspects of the 2021 Active Transportation Program including application submittal, evaluation, staff recommendation posting, and program adoption. The one exception to this proposal is for project applications for the Quick-Build Pilot Program. Because of this program’s streamlined application process, staff is recommending only a one-month delay in application submittal.

The proposed schedule amendment to the 2021 Active Transportation Program schedule is outlined below.

<b>Program Milestones</b>	<b>Current Schedule</b>	<b>Amended Schedule (Staff Recommendation)</b>
Project applications deadline (postmark date) – Quick-Build Projects	June 15, 2020	July 15, 2020
Project applications deadline (postmark date) – All Other Project Types	June 15, 2020	Sept. 15, 2020
Staff recommendation for Quick-Build projects posted	Nov. 16, 2020	Sept. 15, 2020
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Commission adopts Quick-Build projects	Dec. 2-3, 2020	Dec. 2-3, 2020
Commission adopts statewide and small urban and rural portions of the program	Dec. 2-3, 2020	Mar. 2021*
Projects not programmed distributed to large MPOs based on location	Dec. 2-3, 2020	Mar. 2021*
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Deadline for MPO <u>Final</u> project programming recommendations to the Commission	Apr. 2, 2021	May 14, 2021
Commission adopts MPO selected projects	May 2021*	June 2021*

\*Exact dates will coincide with the Commission’s 2021 meeting calendar.

This recommended schedule amendment addresses the impacts of COVID-19 State of Emergency as currently anticipated by providing additional time for agencies to complete applications while still allowing for sufficient application evaluation time. Furthermore, the amended schedule above will ensure the program meets its statutory deadline of adoption no later than July 1 of each odd year.

**Background:**

On March 19, 2020, Governor Gavin Newsom issued Executive Order N-33-20 placing into effect an order requiring all individuals in the State of California to stay at home or at their place of residence, to protect the health and well-being of all Californians due to the State of Emergency resulting from COVID-19.

The Commission adopted the 2021 Active Transportation Program guidelines on March 25, 2020. After guideline adoption the Commission opened the call for projects with an application due date of June 15, 2020. At the time of guideline adoption, the potential effects of the COVID-19 State of Emergency on applicants' ability to submit an application by June 15, 2020 was not known, but Commission staff committed to reevaluating the program schedule and bringing forward an amended schedule at the May meeting for Commission approval.

**Resolution G-20-55 Amending Resolution G-20-31**

Be it resolved, that the Commission adopts an amendment to the 2021 Active Transportation Program Schedule, outlined in the Amended Schedule above; and that the amended schedule is only applicable to the 2021 Active Transportation Program.



## IV.F TPPC

May 21, 2020

TO: Transportation Planning Policy Committee

From: Ahron Hakimi, Executive Director

By: Robert M. Snoddy  
Regional Planner

SUBJECT: TPPC CONSENT AGENDA ITEM: IV.F  
FY 2019-20 KERN REGION LOW CARBON TRANSIT OPERATORS PROGRAM  
(LCTOP) CALL **REVISED** PROGRAM OF PROJECTS FOR \$1,795,982

### DESCRIPTION:

Pursuant to Health and Safety Code Section 39719, the Controller shall allocate the Greenhouse Gas Reduction Fund according to the requirements of the Low Carbon Transit Operations Program (LCTOP). The Kern Region will receive a total of \$1,795,982. Members of the Transportation Technical Advisory Committee have reviewed this item.

### DISCUSSION:

Kern COG staff received an apportionment scheduled issued by the State Controller Office (SCO) that estimates funding amounts for the Kern Region for the Low Carbon Transit Operations Program (LCTOP). Caltrans will administer the LCTOP funding program in two accounts: 99313 (Kern COG Regional) and 99314 (Agency only) similar to the Proposition 1B program.

The Caltrans hard-deadline for the LCTOP request for apportionment was April 20, 2020. On April 22, 2020, Caltrans LCTOP staff notified Kern COG staff that the cities of California City and Shafter were not able to meet the established request for apportionment deadline and the funds are now available for reapportionment. Caltrans staff also authorized Kern COG staff to reapportion the funds to "fare type" projects for Kern Transit or Golden Empire Transit District. On April 22, 2020, Kern COG staff sent an E-mail to the two fare type projects: Kern Transit and Golden Empire Transit District (GET). GET staff responded first to the E-mail and will be awarded the funds. Therefore, Kern COG staff recommends reapportioning the City of California City's 99313 funds of \$27,563 and 99314 funds of \$292 and Shafter's 99313 funds of \$35,709 and 99314 funds of \$822 totaling \$64,386 to GET toward their free fare project.

### ACTION:

Members of the Transportation Technical Advisory Committee recommend the adoption of the Revised LCTOP FY 2019-20 Program of Projects by resolution no. 20-14.

Attachment: Attachment "A" Kern COG FY 2019-20 Revised LCTOP POP.

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

Resolution No. 20-14

In the matter of:

REVISED RESOLUTION OF THE KERN COUNCIL OF GOVERNMENTS TO EXECUTE THE KERN COUNTY REVISED LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) EXPENDITURE PLAN WORKSHEET FOR FISCAL YEAR 2019-20.

WHEREAS, Senate Bill 862 establishes the LCTOP as a formulaic program instead of a state-level competitive program; and

WHEREAS, the California Department of transportation (Caltrans) is responsible for ensuring that the statutory requirements of the program are met in terms of project eligibility, greenhouse gas reduction, disadvantaged community benefit, and other requirements of law; and

WHEREAS, the State Controller of California identified Kern Council of Governments as an eligible project sponsor/recipient agency; and

WHEREAS, on January 15, 2015, Kern Council of Governments adopted a policy guidance document to establish a regional protocol and advance list of eligible and regionally approved projects for LCTOP funding;

WHEREAS, the City California City was unable to identify an eligible LCTOP project within the allocation request deadline and agrees to reappportion its (99313) and (99314) funds totaling \$27,855 to Golden Empire Transit District to keep the funds within the Kern region; and

WHEREAS, the City of Shafter was unable to identify an eligible LCTOP project within the allocation request deadline and agrees to reappportion its (99313) and (99314) funds totaling \$36,531 to Golden Empire Transit District to keep the funds within the Kern region.

NOW, THEREFORE, BE IT RESOLVED:

1. Kern Council of Governments agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations, and guidelines for all LCTOP; and
2. Kern Council of Governments' Executive director is authorized to execute the Kern County Low Carbon Transit Operations Program (LCTOP) Revised Expenditure Plan Worksheet for FY 2019-20.

ADOPTED, SIGNED AND APPROVED THIS 21<sup>st</sup> DAY OF MAY 2020.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

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Low Carbon Transit Operations Draft Program Attachment "A"

Revised Program of Projects

Kern County

FY 2019/2020

Agency	Project Description	99313	99314	Total apportionment	Project Amount
Arvin	Local match for federal electric bus grant project	\$40,202	\$1,160	\$41,362	\$41,362
California City	Transferred to GET	\$27,563	\$292	\$27,855	\$27,855
Delano	Free Transit Ride vouchers	\$98,720	\$2,056	\$100,776	\$100,776
GET	Free Transit Ride vouchers and purchase and installation of rider media screens	\$922,767	\$89,556	\$1,012,323	\$1,012,323
Kern Transit	Project unknown	\$378,267	\$15,903	\$394,170	\$394,170
McFarland	Construct transit facility	\$27,989	\$210	\$28,199	\$28,199
Ridgecrest	Purchase Electric Van	\$53,407	\$2,909	\$56,316	\$56,316
Shafter	Transferred to GET	\$35,709	\$822	\$36,531	\$36,531
Taft	Purchase two (2) new electric transit buses, solar shade cover with two quick charging stations and all related station improvements.	\$17,570	\$5,967	\$23,537	\$23,537
Tehachapi	Transferred to Kern Transit	\$22,790	\$401	\$23,191	\$23,191
Wasco	Purchase and install EV charging stations	\$51,311	\$411	\$51,722	\$51,722
Regional Totals		\$1,676,295	\$119,687	\$1,795,982	\$1,795,982
<b>Regional Surplus</b>				<b>Regional Surplus Amt.</b>	
				\$0	